Minutes of the 336th meeting of Expert Appraisal Committee held on 08th-09thAugust, 2023 through Video Conference for the projects related to Infrastructure Development, all Ship breaking yards including ship breaking units 7(b); Industrial Estate/Parks/Complexes/Areas, Export Processing Zones, Special Economic Zones, Biotech Parks, Leather Complexes7(c); Ports, Harbors, Breakwaters, Dredging7(e) and National Highways 7(f).

The 336th Meeting of Expert Appraisal Committee (EAC) of Infra-1 (IA-III) was held through Video Conference during 08th-09th August, 2023 under the Chairmanship of Dr. Deepak Arun Apte. A list of participants is annexed as **Annexure-A**.

1. OPENING REMARKS OF THE CHAIRMAN

At the outset, Dr. Deepak Arun Apte, Chairman, EAC welcomed the Members of the EAC and requested Shri Amardeep Raju, the Member Secretary of the EAC to initiate the proceedings of the meeting with a brief account of the activities undertaken by the Ministry under Infra-1 Division.

2. CONFIRMATION OF THE MINUTES OF THE LAST MEETING

The Committee confirmed the Minutes of 333rd EAC Meeting held on 11th-12th July, 2023. The Committee also confirmed the following inadvertent typographical errors in the earlier MoM.

In the agenda Item No 8(in PDF 3.12) at 3.8.6.1. due to technical glitch specific ToR conditions has fetched twice in project specific conditions and violation related conditions the proposal is not a violation proposal, therefore the automated fetch violation conditions are omitted from the instant proposal and 3.7 Agenda Item No 7(in PDF 3.12) and 3.8 Agenda Item No.8(in PDF 3.13) ToR condition no. IV is not related to the said proposal inadvertently mentioned in the ToR condition no. IV in the agenda Item No 7(in pdf 3.12) and agenda Item No 8 (in the pdf 3.13) is omitted.

AGENDA WISE CONSIDERATION OF PROPOSALS:

Agenda wise details of proposals discussed and decided in the meeting are as following:

Agenda No. 3.1

Construction of 4 lane Inner Ring Road Phase -1 in and around Prayagraj city starting from near village Adampur, Design Ch.0+000 and ends near Khodaypur Kasgaon village, Design Ch.65+066 in Prayagraj and Kaushambi districts in the state of Uttar Pradesh by M/s National Highways Authority of India-Environment Clearance. Proposal No: IA/UP/INFRA1/436835/2023; File No. 10/43/2022-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be

rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.1.1. The proposed Ring road is Green field alignment project and proposed for 4 lane carriageway. The proposed project starts from village Adampur, Design Ch. 0+000 and ends near Khodaypur Kasgaon village, Design Ch.65+840 in Prayagraj and Kaushambi districts in the state of Uttar Pradesh. The total length of the project is 65.840 km.

3.1.2. The project highway starts at design CH: 0+000 (25° 33' 51.09" N 81° 45' 12.09 " E) near village Adampur and ends at design Ch. 65+840 (25° 29' 26.54" N, 82° 0' 7.78" E) near village Khodaypur Kasgaon of Prayagraj and Kaushambi districts in the state of Uttar Pradesh having a total length of the project approx. 65.840 Kms. The proposed project will pass through Prayagraj and Kaushambi districts in the state of Uttar Pradesh.

3.1.3. The proposed project falls under 7(f)- Highway, Category-A, as per EIA notification 2006.Total cost of the project is Rs. 498356 Lakhs.

3.1.4. The Terms of References (ToR) proposal was considered 314th meeting on 18th November 2022 and the Terms of Reference (ToR) was granted by EAC vide letter No. (10/43/2022-IA.III) dated 13th December, 2022.

3.1.5. Public hearing was conducted in in Prayagraj and Kaushambi districts in the state of Uttar Pradesh. The details of the public hearing is as following.

S.No	Date	Village/Venue	District and State	Chaired by
1	17.06.2023	Sirathu	Kaushambi, Uttar Pradesh	Additional District Magistrate
2	19.06.2023	Soraon (CT)	Prayagraj, Uttar Pradesh	Additional District Magistrate

3.1.6. Land use/Land cover of project site in tabular form: (Within 500m from the ROW)

S.No	Classification/Legend	Area in Ha.	Percentage (%)
1.	Forest land	8.15385	0.12
2.	Barren/Waste Land	587.34487	8.94
3.	Water Body	453.1289	6.89
4.	Built-up	661.68738	10.06
5.	Agricultural/Crop Land	4865.575	73.99
Total		6575.89	100

3.1.7. Right of Way (RoW): The proposed alignment will be having the Right of Way 60m

3.1.8. Terrain and topographical features: Entirely plain, predominately agriculture followed

by fallow, wastelands, forest and habitations.

3.1.9. Details of water bodies, impact on drainage: The major water bodies crossing the proposed Ring Road has been presented in below table:

S. No.	Chainage	Water Bodies	Proposed Structures	Span Arrangement (m)
1	1+500	Nalla	Box Culvert	1 x 3 x 2
2	1+750	Nalla	Box Culvert	1 x 2 x 2
3	3+100	Canal	Box Culvert	1 x 7 x 3 - MCW, 1 x 7 x 2 - SR
4	8+800 to 9+400	Ganga River	Major Bridge	20 x 100
5	11+150	Tributary	Minor Bridge	3 x 5 x 3
6	20+392	Tributary	Minor Bridge	1 x 40
7	21+666	Tributary	Minor Bridge	1 x 40
8	23+350	Nalla	Minor Bridge	1 x 10
9	27+100	Yamuna Tributary	Minor Bridge	1 x 40
10	27+900	Nalla	Box Culvert	1 x 2 x 2
11	29+900 to 30+500	Yamuna River	Major Bridge	13 x 100
12	38+900	Nalla	Box Culvert	1 x 5 x 2
13	40+350	Canal	Minor Bridge	1 x 20 x 5.5
14	47+500 to 49+700	Ganga River	Major Bridge	(1x108) +(28x103)+(1x108)
15	59+800	Nalla	Minor Bridge	1x 20 x3.5
16	60+300	Nalla	Minor Bridge	1x 20 x3.5
17	63+620	Canal	Box Culvert	1 x 7 x 3 MCW, 1 x 7 x 2 SR

18	64+120	Canal	Box Culvert	1 x 7 x 3 MCW, 1 x 7 x 2 SR

3.1.10. The natural drainage of the project impacted area shall be maintained through improvement of 88 nos. of culverts, 03 nos. of major bridges and 11 nos. of minor bridges. The proposed alignment does not pass through any flood prone area.

3.1.11. Water requirements: The peak water requirement for the project will be 7000 KLD during construction stage. The water requirement shall be extracted from local surface/ground water (which is easily available) after taking necessary permission before the construction of the project by the appointed contractor. No ground water will be extracted.

3.1.12. Diversion of forest land: The project road involves diversion of 1.3128 ha of protected forest land (Road Side, Canal Side and Railway line side strip plantation). The stage-1 forest clearance is under progress. The forest diversion proposal has been uploaded on PARIVESH portal via. Proposal No. FP/UP/ROAD/430440/2023. The proposed alignment does not pass through any Wildlife Sanctuary/National Park and its eco sensitive zone. The proposed alignment does not pass through any eco sensitive zone. A report on Rapid Biodiversity Assessment and Wildlife Conservation / Mitigation plan for the proposed project prepared by Zoological Survey of India (ZSI). All the mitigation measures/suggestions as suggested by the ZSI have been duly incorporated in the EMP and its budget has also been considered as the part of the EMP budget.

3.1.13. Waste Management: 500 kg/day (approx.) during construction phase and 50 kg/day (approx.) during operation phase at tolls and wayside amenities area within PROW may be generated. Bio degradable waste shall be disposed through bio composting and other waste through landfill site.

3.1.14. Details of tree cutting and Green belt development: Approx. 5500 nos. of trees will be affected due to the proposed project out of which only 47 nos. of trees in protected forest land and remaining 5453 nos. of trees in non-forest land. The avenue plantation will be carried out as per IRC SP-21 and National Green Highway policy 2015 within the available ROW.

3.1.15. Energy conservation: The proposed Ring Road project will act as a fuel saving and reduction in travel time.

3.1.16. Details of Rain Water Harvesting: Rainwater harvesting shall be provided as per IRC-SP-58 at the interval of 500 m on either sides of carriageway as per availability of RoW and depending on the water table of first aquifer (Approx. 100 nos. of structures shall be constructed). The pits shall be at least 3-5m above the highest groundwater level at the specific location. Oil and grease traps shall also be provided to trap the same from contaminating the groundwater. The total cost of the rainwater harvesting structures including its maintenance is Rs. 5,00,00,000 and this cost has been included in the EMP cost.

3.1.17. Land acquisition and R&R issues involved: The total land acquisition for the proposed

project is approx. 418 ha. out of which 371.3772 ha. is private land, 45.31 ha is Government land and remaining 1.3128 ha. is protected forest land (Road Side, Canal Side and Railway line side strip plantation). The proposed RoW of the project is 60m. The project is 4 lanes highway with paved shoulders configuration. The total 820 structures will be affected due to the proposed project and 510 no PAFs and 2550 No. of PAPs have been affected.

3.1.18. Employment potential, No. of people to be employed: During the construction of the road project around 800 persons would be employed temporarily for a period of 2 years. However due to construction of toll plazas approx. 50 persons will be employed on permanent basis. The total manpower requirement for the project is 850. Preference will be given to local people for employment.

3.1.19. Benefits of the project: To provide better traffic management by way of improving the Inner Ring Road keeping in view of high rush of traffic expected every year during Kumbh Mela. The proposed project would act as the prime artery for the economic flow to this region. Enhanced connectivity between rural & urban population which will benefit the all sections of the society like general population, small-medium-large scale industries, farmers, businessmen etc. Improved access to higher education facilities & modern health facilities. Strengthening of both rural & urban economies which in turn will improve economic scenario of the state and country. Faster transportation will strengthen tourist development in the area. Improved road connectivity helps in better implementation and management of government schemes. With improvement in economy, more generation of employment opportunities.

3.1.20. Details of Court cases: No court case/litigation is pending against the project.

3.1.21. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 336th meeting of Expert Appraisal Committee held on 08th -09th August, 2023 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. Construction of wildlife-friendly bridges on Chainage no 8800.000 to 9400.000, 29900.00 to 30500.000 and 47600.000 to 49700.000 thus provide safe riverine habitat as recommended by ZSI.

ii. Installation of sound and light barriers on both sides of the bridges to mitigate noise and light pollution to minimize disturbance. Additionally, proper fencing should be installed along the bridges to prevent the dumping of waste, which can negatively impact the riverine habitat.

iii. Establishment of a minimum 1km buffer zone within around the identified nesting sites along the rivers stretch thus by preventing any unwanted disturbance around the habitat and thus for the conservation of the species. If required fencing method can be implemented from protection from predation of bird chicks from feral dogs. A proposal in this regard be sought from state forest department and necessary funds be provided within three months of grant of EC to state forest department.

iv. Conducting surveys and monitoring of the riverine nesting birds every year from start of construction to 5 years post construction period by ZSI who prepared the conservation plan especially during the nesting period till the time when young chicks fledge. Efforts will also be made to identify new nesting sites as well as critical habitat sites within project impact zone and demarcation of buffer zones around these habitats to ensure successful conservation of these water birds. Further restriction of any infrastructure development in these areas should be implemented for successful breeding and conservations of these species. A proposal for funding be sought from ZSI for a period from start of construction till 5 years post construction and accordingly funds be provided within 3 months of grant of EC as the part of the EMP budget. Accordingly EMP budget to be modified.

v. Conservation and management activities for the schedule-I species (Indian Skimmer, Black bellied tern, Sarus Crane, Gangetic River Dolphin, Indian Gharial, Mugger/Marsh crocodile, Hard- and Soft-shelled Turtles, Golden Jackel, Indian Peafowl, Accipitridae family bird shall be implemented as suggested by the conservation plan prepared by the ZSI. A proposal for funding be sought from ZSI for a period from start of construction till 5 years post construction and accordingly funds be provided within 3 months of grant of EC as the part of the EMP budget. Accordingly EMP budget to be modified.

vi. All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Wildlife Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report.

vii. PP will make provision for contribution towards undertaking environmental sustainability programms such as ground water rejuvenation, afforestation, solid waste management etc to the India Army as a part of EMP. Proposal regarding the same be sought from India Army Environmental Projects, QMG Branch, Army HQ and accordingly one time grant be provided within 3 months of grant of EC as the part of the EMP budget. Accordingly, EMP budget to be modified.

viii. A specific financial provision be made to the National Disaster Management Authority for infrastructure upgradation as a part of EMP. A general proposal regarding the same be sought from NDMA and provision for the same be made in EIA-EMP and accordingly provided to NDMA. Accordingly, EMP budget will be prepared.

ix. Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget and provided to state forest department upon request.

x. In chainage from 29+900 to 30+500 shall maintain minimum pears by increasing span length.

xi. The proponent shall obtain Forest Clearance for diversion of forest land as per Forest (Conservation) Act, 1980.

xii. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). All the plantation will be done by state forest department as deposit work and not by private contractors.

xiii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.

xiv. Trees with heronry (breeding ground for herons, egrets, etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.

xv. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the respective State forest departments as deposit work and not by the private contractor. Green belt must be developed using exclusively native species with maximum numbers of various species of ficus trees. No exotic species to be used for the same.

xvi. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats

xvii. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.

xviii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.

xix. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

xx. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.

xxi. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.

xxii. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.

xxiii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.

xxiv. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.

xxv. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.

xxvi. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.

xxvii. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.

xxviii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

xxix. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict

points, appropriate number of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.

Agenda No. 3.2

The proposal is for Proposed Development of "Bhensola (PM Mitra Park) and Dotrya Industrial area including 15 MLD CETP" with an area of 924.397 Hac in Khasra no. 267/1, 362/1, 382/1/1, 1093/1/1, 38/1 59/1, 61,92/1, 205/1, 205/45, 217/1, 217/2, 226/1, 229/1, 261/1, 267, 284,289/1, 295,412/1, 445,520, 558/1,563/1, Village. Bhensola & Dotrya, Tehsil-Badnawar, Dist. Dhar, State-Madhya Pradesh. by M/s M. P. Industrial Development Co. Ltd.- Terms of References"

Proposal No: IA/MP/INFRA1/434136/2023 and File No. 10/50/2023-IA.III

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.2.1. The proposal is for Proposed Development of "Bhensola (PM Mitra Park) and Dotrya Industrial area including 15 MLD CETP" with an area of 924.397 Hac in Khasra no. 267/1, 362/1, 382/1/1, 1093/1/1, 38/1 59/1, 61,92/1, 205/1, 205/45, 217/1, 217/2, 226/1, 229/1, 261/1, 267, 284,289/1, 295,412/1, 445,520, 558/1,563/1, Village. Bhensola & Dotrya, Tehsil-Badnawar, Dist. Dhar, State-Madhya Pradesh. by M/s M. P. Industrial Development Co. Ltd.

3.2.2. The proposed project falls under 7(c), Industrial Estates/Parks/Complexes/areas, Export Processing Zones (EPZs), Biotech Park, Leather complexes' Category-A as per EIA notification 2006, as the Proposed Industrial Area is >500 Hac & at least 01 industries of category-A. The total cost of the project is Rs.550.246 Crores.

3.2.3. Land use/Land cover of project site of Bhensola:

Area Statement of PM MITRA Park, Bhensola			
S.No.	Particular	Total Plot in Hac	Percentage(%)
1	Detached Area	35.42	
2	Net Planning Area	621.387	100
3	Industrial	440.41	70.87
4	Logistics	17.12	2.75

5	Commercial	2.478	0.40
6	Residential	5.293	0.85
7	water bodies	22.60	3.64
8	open/green area	64.983	10.46
9	parking area	12.125	1.95
10	Amenities	16.277	2.62
11	Road Area	75.532	12.16
Total Area		632.501	

3.2.4. Land use/Land cover of project site of Dotrya:

Area Statement of Dotrya			
S.No	Particular	Total Plot in Ha	Percentage(%)
2	Net Planning Area	291.89	
3	Industrial	247.56	84.81
4	Open/Green Area	18.03	6.18
5	Amenities	5.57	1.91
6	Road Area	20.73	7.10
7	Total Area	291.89	100

3.2.5. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:

S. No	Possible Sector	Anticipated Types of Industries/ Activities
1.	Distilleries	Molasses/Grain based
2.	Building Materials Industry/Non-Metallic minerals	Tiles, glass and glassware, processed minerals, Clay building products, bricks, AAC Blocks, Kerb Stones etc.
3.	Electronics and Consumer Durable Industry	Kitchen equipment, utensils, Brown goods and domestic appliances Pressure cookers, Collapsible tubes, utensils, cutlery, wire products etc

4.	Food and Agro Processing Industry	Processing and preserving of fruit and vegetables, Manufacture of grain mill products, starches and starch products (includes flour milling, rice milling, milling of other grains), Manufacture of dairy products (includes manufacturing of milk, milk powder, ice cream etc.) Manufacture of other food products (includes manufacture of bakery products Processing of edible nuts etc.) Manufacture of prepared animal feeds (manufacture of cattle feed, poultry feed, feed for pets etc.)
5.	Engineering Industries (Machinery/ Electrical Equipment's/Automobile etc.,)	Engines and parts, Power cables, Electric filament or Discharge lamps, electric wires and cables, Industrial Gears, Pumps, compressors, Valves, electric fans, Diesel engines etc, Antifriction Bearings, cutting tools, dry cells, High tensile fasteners, Industrial fasteners, nuts bolts, Manufacture of motor vehicles (such as manufacturing of Tractors, Buses etc.) Manufacture of parts and accessories for motor vehicles (includes parts such as brakes, gearboxes, axles, seats, tyres, rubber products etc.)
6.	Apparels and Textile Industry	Ginning/ Weaving, spinning mills, Weaving and Knitting Mills cotton and manmade fabrics and apparels manufacturing; technical textiles (Mainly textile based) and handloom. No Yarn / Textile processing involving any effluent/emission generating processes including bleaching, dyeing, printing and coloring is proposed.
7.	Chemical and Pharma Industry	Herbal Medicines, Bio-pharmaceuticals, Formulation, Chemicals involving distillation, purification process, Manufacturing of Soaps, Organic Chemicals, API Industries, Agro Chemicals such as Pesticides/Insecticides/Fungicides/Herbicides/ Agrochemical Formulation, NPK Fertilizer/ Granulation etc.
	CETP	CETP- For Industries within Industrial area

3.2.6. Terrain and topographical features: The terrain of the alignment is basically hilly/undulating in nature. The RL of the proposed site from AMSL (Above mean sea level) varies between 421 m to 459 m. The proposed plant site falls within Topo No. F43D4 & F43J1.

3.2.7. Details of water bodies, impact on drainage: There are following water bodies are present near the project site:

i. Mahi River-20 m, W
ii. Koteshwari River-4.30 Km S
iii. Ambapada Dam-within premises
iv. Dotrya Dam-0.01 km N from project boundary
v. Bhensola Dam-100 m SE direction from project boundary

3.2.8. Water requirements, sources: Water Requirement: During entire Constructional Phase: 1.1 MLD (Source of Water: Tankers) During operational activities: 20 MLD Source of water: Mahi Dam Reservoir (during operational phase). The has been obtained from Water Resource Department. No Ground water will be used.
The project is not located in Critically Polluted area.

3.2.9. Tree cutting: The proposed project doesn't involve any tree cutting.

3.2.10. Diversion of Forest: The project does not involve any forest land diversion. The project does not locate within 10 km of Protected Areas (PA), National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) etc.

3.2.11. Waste management: CETP: Effluent generation quantity~13 MLD and the proposed industrial estate will generate the CETP with the Capacity of 15 MLD. Proper conveyance system will be developed. STP: Individual industries will install their own Sewage Treatment Plan.

3.2.12. Land acquisition and R&R issues involved: The proposed Industrial Park does not envisage any disturbance to local community or the village since 98% of land for the proposed project has possession with MPIDC. Therefore, the R&R (Rehabilitation & Resettlement) policy/plan is not undertaken. The final R&R Plan will be submitted with the EIA/EMP report.

3.2.13. Employment potential: Due to this project, there will be 4.5 Lakhs peoples will be employed.

3.2.14. Benefits of the project: There will be positive impacts on the socio-economic status of the surrounding areas. Physical infrastructural development such as improvement to roads, street lights, Under Ground Drainage Line etc. will be developed. The surrounding villages will also benefit from the project. Furthermore, the long-term master planning of Bhensola & Dotrya will ensure sustainable urban development and create an economically vibrant, that will extend to neighboring Indore, which already is an established commercial capital of Madhya Pradesh. The direct financial and social benefits with special emphasis on the benefit to the local people as new permanent & temporary jobs shall be created during the operation & construction phase of the Industrial Park.

3.2.15. Details of Court cases: No court case is involved in the proposed industrial estate.

3.2.16. During the EAC, observed following:

i. The proposed project boundary is adjacent to the Mahi River and also streams of the Mahi river are passing inside the project site.

ii. The project site over lapping the Ambapada Dam, Dotrya Dam towards North side of the project and Bhensola Dam is located south east side which is connected to the large reservoir. The 3 said dam area inside the proposed project location which is being used for agriculture and drinking water purpose by neighboring settlements and villages.

iii. Committee also found that there are several check dams inside the project site developed for irrigation purpose.

3.2.17. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 336th meeting during 08th-09th August, 2023 and **return the proposal in present** form and requested the PP to explore alternate sites for the proposed industrial area.

i. The project site over lapping the Ambapada Dam, Dotrya Dam towards North side of the project and Bhensola Dam is located south east side which is connected to the large reservoir. The 3 said dam area inside the proposed project location which is being used for agriculture and drinking water purpose. The proposed project may risk pollution of these dams which is vital source of water for agriculture and drinking purpose.

ii. Also the project site is adjacent to the Mahi River that may risk pollution of the river due to proposed project that involves highly polluting sectors such as pharma, chemicals and textile.

Agenda No. 3.3

Subject: Development of industrial area by Maharashtra Industrial Development Corporation (MIDC) with total proposed area 89.756 hectare at Isambe village, Khalapur Talika, Raigad District, Maharashtra by M/s Maharashtra Industrial Development Corporation (MIDC)-Terms of Reference (ToR)-reg.
Proposal No.: IA/MH/INFRA1/433056/2023; File No. 10/51/2023-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.3.1. The proposal is for Development of industrial area by Maharashtra Industrial Development Corporation (MIDC) with total proposed area 89.756 hectare at Isambe village,

Khalapur Talika, Raigad District, Maharashtra by M/s Maharashtra Industrial Development Corporation (MIDC).

3.3.2. The proposed project falls under 7(c), Industrial Estates/Parks/Complexes/areas, Export Processing Zones (EPZs), Biotech Park, Leather complexes' Category-A as the industrial area will be having a Category 'A' bulk drug pharmaceutical industries in the proposed industrial estate. Hence, it is covered under category "A".as per EIA notification 2006. The total cost of the project is Rs.5000 Lakhs.

3.3.3. Landuse/Landcover of project site:

Sl.No.	Landuse/Landcover	Area (ha)	%
1.	Settlements	2.65	2.95
2.	Scrub land	31.69	35.31
3.	Barren land	52.89	58.93
4.	Foot Path	1.94	2.18
5.	Pond	0.49	0.54
6.	Open Well	0.05	0.05
7.	Closed well	0.04	0.04
Total		89.75	100

3.3.4. List to industries to be housed with the proposed project site, only for projects coveredunder 7(c) category of EIA Notification, 2006:

Sl.No	Industry Type	Anticipated Type of Activity	Categorization As Per CPCB/SPCB
1	Food and agro Products	Processing and preserving of fruits, vegetables and aqua food products, including meet trimming and packing. Manufacture prepared meals, like macaroni, noodles and similar farinaceous products. Manufacturing of prepared animal feeds. Desiccated coconut manufacturing	Orange
		Spice grinding and packaging.	Green
		Making of maize, flakes and grit, atta chakkies, chilly and powdering of spices.	White
2	Engineering: Other Industrial Machinery	Manufacturing of electrical line materials and industrial engineering works, heat treatment, annealing, quenching, blackening, spray etc.	Orange

3	General Engineering and Fabrication	Manufacturing of steel doors, furniture, gates, steel bench, hook etc. (without painting) Industrial fabrication, automation body building (dry process without heat treatment/metal surface finishing/painting).	White
4	Apparel and Textile Industry	Yarn/Textile processing involving any effluent/emission generating process including bleaching, dyeing, printing and colouring.	Red
		Garment stitching/stitching of shoe uppers/cotton knitting including socks, shoe lace. Readymade leather garments.	Green
5	Software Units	Software units generating less than 10KLD and DG set capacity upto 1MVA.	Green
6	Warehousing and Logistics Storage Units	Storage of raw materials and goods Food products/facility handling, storage and transportation of food grains in bulk.	Green
7	Others	Reclaimed rubber manufacturing Electroplating Lead Processing	Red
		Corrugated and Wooden boxes Mineral water Plant (packaged drinking water) Bio Briquettes All other Green category Industries as per CPCB/ SPCB.	Green
		All other White category Industries as per CPCB/SPCB.	White

3.3.5. Terrain and topographical features: The existing topography of the project site has almost hilly terrain. The site is fairly plain with ground level varies between 58 to 130 m above mean sea level.

3.3.6. Details of water bodies, impact on drainage: The Patalganga river is flowing at about 1.06 km away from project site in North direction. There is no impact due to the proposal on this surface water bodies due to zero discharge concept is being adopted.

3.3.7. Water requirements: The total drinking water is drawn from common storage tank of 6 MLD capacity from additional Patalganga industrial area. The source of water is from Patalganga River. There will not be any groundwater tapping in the project area for the proposed project.

3.3.8. The proposed project is not located in Critically Polluted area.

3.3.9. Tree Cutting: No tree cutting is envisaged. Minimal amount of wild shrubs and bushes will be removed for the development of proposed project.

3.3.10. Diversion of the Forest land: No forest land is involved in the project site. The following Reserve forests and fort is identified within the 10 km of the project site:

Sl.No.	Description	Remarks
1.	Reserved Forest	Adjacent to the project site, S
2.	Protected Forest	7.7 km, NNW
3.	Dense Mix Forest	7.2 km, N
4.	Alanikgarh Fort	3 km, SW

3.3.11. The project is not located within the Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA). The proposed project site is not located within 10 km of biodiversity parks/sanctuaries of any monument or in an archeologically sensitive area.

3.3.12. Waste Management: CETP: providing necessary effluent conveying pipes the effluent (Industrial water) will be treated in a common effluent treatment plant of 2500 KLD located at Additional Patalganga Industrial Estate for further treatment and disposal. STP: Sewage generation from the proposed development of Isambe industrial area has been assumed as 90% of the domestic water demand which will be treated at the premises itself and reused in by the individual industry.

3.3.13. Land acquisition and R&R issues involved: Proposed project will be constructed in the vacant land secured from MIDC; hence no R& R plan is required. However, there is a minor settlement about 55 houses had been identified within the proposed MIDC Industrial area which will be left undisturbed.

3.3.14. Employment potential: Construction stage, services of about 200 Nos. workers would be hired mostly from nearby areas. During the operations phase; about 10 Nos. of workmen shall be employed directly / indirectly.

3.3.15. Benefits of the project: It is expected that the proposed industrial estate will cater the needs in the following area: Will create more employment opportunities, and thereby, reduce the problem of unemployment and under-employment in the country. Will promote positive impacts on the socio-economic status of the surrounding areas. Will contribute to the development of tertiary sectors like trade, transport, communication, banking insurance, etc.

3.3.16. Details of Court cases: There is no litigation/case against the proposal.

3.3.17. During the EAC, the Committee observed the following:

i. Based on the KML file presented before the committee, it appear that developmental activities like structure and land developments has already taken place, however, PP could not clarify whether the work going on is the part of proposed industrial estate or development basic amenities for existing village by local authorities. Thus PP shall submit the ground truth verification report in this regard by the concern IRO, MoEF&CC or CPCB weather PP has undertaken any developmental activity without EC.
ii. PP also mentioned that Red category industries like M/s. Supriya Life Science Limited, Mumbai (Bulk Drugs unit) will be housed in the proposed project thereby it requires "A" Category clearance.
iii. As per the EIA notification, 2006 as amended time to time the bulk drug projects are covered under 5(f) category of EIA notification, 2006. It is noted that, if the bulk drug industry is located outside the notified industrial area/estate then it is considered as category 'A' and if it is located inside a notified industrial area/estate the unit will considered as a Category 'B'. In the instant proposal PP submitted that Red category industries like M/s. Supriya Lifescience Limited, Mumbai (Bulk Drugs unit) will be housed in the proposed project thereby the proposed industrial area requires "A" Category clearance. In the present case, if the industrial estate is notified and granted the EC, the said unit will become category 'B' project as per the EIA notification, 2006. Thus, PP shall submit the justification for considering this as a category 'A' project.

3.3.18. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 330th meeting during 08th-09th August, 2023 and **Deferred** the proposal for want above mentioned at 3.317.

Agenda No. 3.4

Development of Industrial Estate (Phase-II) 258.04 acres at Sector-30,30-A, Village Manakpur, District Jagadhri, Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited(HSIIDC) - Terms of References under Violation catagory.
Proposal no: IA/HR/INFRA1/420201/2023, File no: 10/52/2023-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.4.1. The proposal is for Development of Industrial Estate (Phase-II) 258.04 acres at Sector-30,30-A, Village Manakpur, District Jagadhri, Haryana by M/s Haryana State Industrial and Infrastructure Development Corporation Limited (HSIIDC).

3.4.2. The proposed project falls under 7(c), Industrial estates / parks/ complexes/ areas, Export Processing Zones (EPZs), Special Economic Zones (SEZs), Biotech Parks, Leather Complexes. category "A".as per EIA notification 2006 Due to applicability of general condition (Interstate boundary of Haryana- Uttar Pradesh 9.22 km from the project site. The total cost of the project is Rs. 182.94 crores.

3.4.3. Land use/Land cover of project site:

S.no.	Land use/Land cover	Area (Acre)	%	Remarks, if any
1.	Industrial estate	150.10	58.17	-
2.	Green area	22.01	8.53	Common greens only
3.	Road and open areas	85.93	33.30	-
	Total	258.04	100	

3.4.4. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:

S.no	Category	Status of EC
1.	General manufacturing Industry	Not Required
2.	Garment industry	Not Required
3.	Electronics and electrical	Not Required
4.	Medical equipment's	Not Required
5.	Sports goods	Not Required
6.	CNC machines	Not Required

7.	Health care items	Not Required
8.	Sheet metal components	Not Required
9.	Auxiliary industries	Not Required
10.	Metal Industries	EC Required

3.4.5. Terrain and topographical features of the project site: the proposed site is mostly having the Plain terrain.

3.4.6. Details of water bodies, impact on drainage:

Water bodies	
Western Yamuna Nala	4.06 km towards E
Somb Nadi	5.1 km towards E
Pathrala Nadi	6.2 km towards ENE
Yamuna River	8.6 km towards SE
Rakshi Nala	8.8 km towards WSW
Augmentation Canal	9.4 km towards SW

3.4.7. Water requirements, sources: Total Water requirement: 9.0 MLD, Fresh water requirement: 5.4 MLD, Recycled water: 3.6 MLD and Source, water will be extracted from the borewells. NOC from Haryana Water Resource Authority has been obtained which is valid from 28.03.2022 to 28.03.2023.

3.4.8. Diversion of forest land: The proposed project will not having any diversion of forest land. The proposed project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) etc.

3.4.9. Waste management: CETP of capacity 6 MLD will be provided.

3.4.10. Land acquisition and R&R issues involved: The industrial estate of Phase-II at Manakpur has 8.44 acre of land under R&R policy as per the land use plan. Under the Land Acquition Act 1894, the Haryana Government (HSIIDC) has taken the physical possession of 258.04 acre of land atSector-30,30-A, 31 & 32, Manakpur, Jagadhri, Haryana at public expense for a public purpose namely, for the construction and development of industrial estate atSector-30,30-A, 31 & 32 in the revenue estate of village Manakpur and Jagadhri tehsil & district Yamuna Nagar.

3.4.11. Employment potential: the proposed project will generate the employment of 15,000 people.

3.4.12. Details of Court case: No court case is involved.

3.4.13. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 3336th meeting during 08th-09th August, 2023 confirmed as violation case, and **recommended** the proposal for grant of Terms of Reference (ToR) under violation category with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. PP shall comply standard operating procedure of MoEF&CC dated 07.07.2021 and direction of MoEF&CC dated 28.07.2022.
ii. The State Government/SPCB to take action against the project proponent under the provisions of section 19 of the Environment (Protection) Act, 1986, and further no consent to operate to be issued till the project is granted EC. If the action has been initiated by the State/State PCB, status of the same may be submitted to the Ministry.
iii. Detailed status of Court case filed by the SPCB against the PP under the Environment (Protection) Act, 1986 for violation of EIA Notification 2006, shall be submitted.
iv. The project proponent shall be required to submit a bank guarantee equivalent to the amount of remediation plan and natural and community resource augmentation plan with the SPCB prior to the grant of EC. The quantum shall be recommended by the EAC and finalized by the regulatory authority. The bank guarantee shall be released after successful implementation of the EMP, followed by recommendations of the EAC and approval of the regulatory authority.
v. Status of all the operating units and the environmental management activities provided.
vi. The details of units which are already setup/established in the industrial estate which have not obtained EC for all five phases.
vii. Extent of constructions depicted in the entire industrial estate along with the layout map.
viii. Infrastructure already developed in the estate Area along with the layout for all phases.
ix. Water balance non monsoon/monsoon shall be submitted.
x. LU/LC shall be revisited and brought out based on Satellite imagery and site.
xi. Chapter 13 shall cover all the ecological parameters for damage assessment. Penalty shall cover the turnover during operation also.
xii. Assessment of ecological damage with respect to air, water, land and other environmental attributes. The collection and analysis of data shall be done by an environmental laboratory duly notified under the Environment (Protection) Act, 1986, or an environmental laboratory accredited by NABL, or a laboratory of a Council of Scientific and Industrial Research (CSIR) institution working in the field of environment. iv. Preparation of EMP comprising remediation plan and natural and community resource augmentation plan corresponding to the ecological damage assessed and economic benefits derived due to violation.
xiii. The remediation plan and the natural and community resource augmentation plan to be prepared as an independent chapter in the EIA report by the accredited consultants.

xiv. One season fresh base line data shall be collected for preparation of EIA/EMP reports.

xv. A plan for implementation of ZLD to be submitted.

xvi. Layout plan earmarking space for development of peripheral green belt.

xvii. Transportation details to be submitted in the EIA/MEP report.

xviii. Details of any Court Case pending against the project proponent.

xix. The planning of Industrial Estate should be based on the criteria mentioned in this Ministry's Technical EIA Guidance Manual for Industrial Estate (2009) as well as CPCB's Zoning Atlas Guidelines for siting industries.

xx. Detailed air quality study for each point source to be conducted along with the Micro metallurgical data.

xxi. No ground water shall be used in any case. Proponent is required to obtain permission from competent authority to use water from river or other surface water sources. Consent to Operate shall not be issued without obtaining permission competent authority for use of surface water.

xxii. Provide detailed water balance statement a scheme to achieve ZLD by each industrial unit as well as for utilization of treated sewage.

xxiii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the activities proposed by the project proponent, based on the commitment made in the public hearing shall be incorporated in the Environmental Management Plan along with the cost estimates and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Aforestation etc, envisaged by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report, shall be detailed out along with the cost estimates and become part of EMP. Focus should also be kept for local floral and fauna biodiversity.

xxiv. Plan for afforestation should be such that it is free from pesticides with flowering plants of native species for attracting bees and insects which in turn is beneficial to the agriculture. Farmers around the project site shall be involved in developing such an afforestation Plan.

Agenda No. 3.5

Improvement from Neral to Shirur Road S.H. 103, Raigad and Pune Districts in the state of Maharashtra starts from Neral on SH-76 Karjat–Badlapur Road in Karjat Taluka of Raigad District and ends at Shirur Junction on Ahmednagar-Pune Road i.e. existing SH 27 (Pune Ahmednagar Road) recently declared as NH 773F admeasuring approx. 135.771Km by M/s Public Work Department, (North Division) Pune-Terms of References.

Proposal No.: IA/MH/INFRA1/434203/2023; File No. 10/53/2023-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.5.1. The project proponent along with the EIA consultant M/s Enviro Resources has made a presentation through video Conferencing and provided the following information-

3.5.2. The proposal is for improvement from Neral to Shirur Road S.H. 103, Raigad and Pune Districts in the state of Maharashtra starts from Neral on SH-76 Karjat –Badlapur Road in Karjat Taluka of Raigad District and ends at Shirur Junction on Ahmednagar-Pune Road i.e. existing SH 27 (Pune Ahmednagar Road) recently declared as NH 773F admeasuring approx. 135.771Km by M/s Public Work Department, (North Division) Pune.

3.5.3. The proposed alignment passes through two (2) districts i.e Raigad and Pune and Four (4) Talukas i.e. Karjat, Maval, Khed and Shirur and 60 Villages. Project starts from Neral on Karjat–Badlapur Road in Karjat Taluka of Raigad District and ends at Shirur Junction on Ahmednagar-Pune Road i.e., existing SH 27 (Pune Ahmednagar Road) recently declared as NH 773F admeasuring approx. 135.771Km.

3.5.4. The proposed project falls under Schedule 7(f), Highway, category 'A' of EIA Notification 2006 due to applicability of General Condition i.e., the state highway is passing within 5 km radius of protected areas of Matheran (1.3km), Bhimashankar WLS (1.44km) and Great Indian Bustard WLS (4.2km). Total investment/cost of the project is about Rs. 12,042.00 Cr.

3.5.5. Land use/Landcover of project site:

SN	Land use/ land cover	Area (Ha)	%	Rem arks, if any
1	Water bodies	0.123	0.20	-
2	Trees	7.08	11.53	-
3	Open area	36.86	59.73	-
4	Built up Area	5.06	8.33	-
5	Bare Land	12.33	20.17	-
		61.09		

3.5.6. Right of Way (RoW): The proposed ROW width for the road alignment is 45.00 m. Additional land width is proposed at deep cutting, embankment, bypasses, wayside amenities, interchanges, toll plaza etc. at required locations. The proposed carriageway configuration is 4-lane with paved shoulder.

3.5.7. Terrain and topographical features: The proposed project site has plain/rolling terrain and hilly terrain topography.

3.5.8. Details of water bodies, impact on drainage: The details of rivers/water bodies are crossing in the proposed alignment.

S.no	Name of the river crossing	At Chainage no
1	Ulhas river crossing	CH 01+ 935
2	Lake near Kondiwale Village at a distance of ~0.50 km NS	CH 1+ 970.
3	Thokarwadi Dam at a distance of 3.9 km SE	Ch: 47+800
4	Bhima Askhed Dam at a distance of 1.9 km SE	Ch: 58+400
5	Bhima river crossing	CH 85+440.
6	Chaskaman Dam at a distance of 10.17 km NE	Ch: 61+400
7	Thotewadi bandhara at a distance of 0.13 km S	Ch 101+800
8	Ghod river at a distance of 0.11 km N	Ch:129.500

3.5.9. Tree cutting: Tree cutting is involved in the project. Exact number of tree felling will be submitted in EIA report.

3.5.10. Diversion of forest land: About 24.16 km long road passing through forest area. Forest clearance will be obtained. The state highway is passing within 5 km radius of protected areas of Matheran (1.3km), Bhimashankar WLS (1.44 km) and Great Indian Bustard WLS (4.2km).
3.5.11. Land acquisition and R&R issues involved: Most of the land coming under the project area is agricultural and barren land. Along with this alignment passes through forest area and somewhat in habited area. The land required for the construction will be acquired by PWD before the start of construction work. R&R plan will be prepared in line with the Maharashtra Highways Act, 1955 and LAR R, 2013 and will be submitted in EIA.

3.5.12. Employment potential: Temporarily 1200 persons shall be employed per day.

3.5.13. Benefits of the project: The project will have multiple benefits. It will reduce the travel time substantially. In addition, the improved road will provide other benefits like proposed activity improves the economic status of the village people along project area. Development and improvement in transportation infrastructure facility will connect villages with the neighbouring City. Better approach to Medical & Educational services and quick transportation of perishable goods like fruits, vegetables and dairy products.

3.5.14. Details of Court cases: The proposed alignment does not involve in any court cases.

3.5.15. During deliberation, EAC observed and noted the following:

i. The proposal was earlier considered in the 322nd meeting of Expert Appraisal Committee held on 21st – 22nd March, 2023. Wherein the EAC returned the proposal in present form. The Committee is of the view that the proposed alignment is bisecting the pristine Western Ghats and crossing near by the wild life sanctuary namely Bhimashankar and as such cannot be considered due to its large scale ecological impacts. Committee instead suggested to the PP to explore the other alternative alignments avoiding the western Ghats such as Sirur-Rajgurunagar bypassing Chakan and connecting to existing Pune Mumbai Expressway near Talegaon. PP may consider connecting the alignment from Sirur to Surat-Chennai NHAI Green field alignment for larger connectivity in consultation with NHAI.
ii. However, in the instant proposal also PP has brought out the same alignment as submitted earlier, thus the Committee requested the PP to consider the earlier observation and resubmit the proposal along with the alternate alignment as suggested in the earlier EAC meeting for further consideration.

3.5.16. The EAC, after examining the documents submitted by the project proponent and detailed deliberations in its 366th meeting on 08th-09th August, 2023 the EAC **returned the proposal in present form** and requested the PP to consider the earlier observation and resubmit the proposal along with the alternate alignment as suggested in the earlier EAC meeting for further consideration. Also, a sub-committee of EAC will visit the site to provide further observation on the alignment.

Agenda No. 3.6

Refurbishment of Oil Berth (Berth No. 9) at New Mangalore Port located at Tannirbhavi, Mangaluru, Dakshina Kannada, Karnataka by M/s New Mangalore Port Trust- Terms of References-reg.

Proposal No: IA/KA/INFRA1/433714/2023; File No. 10/54/2023-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part

of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.6.1. The project proponent along with the EIA consultant M/s UltraTech, Thane has made a presentation through Video Conferencing and provided the following information-

3.6.2. The project proponent is refurbishment of Oil Berth (Berth No. 9) and expansion of handle larger vessels of 1, 50,000 DWT to 2, 00,000 DWT with minimal dredging costs for increase the cargo handling capacity from 1.9 MMTPA to 6.15 MMTPA at the new structure of Refurbishment of Oil Berth (Berth No. 9) in New Mangalore Port located at Tannirbhavi, Mangaluru, Dakshina Kannada, Karnataka by M/s New Mangalore Port Trust.

3.6.3. Proposed Berth No.9 (Oil Jetty) is designed with two breasting dolphins, six mooring dolphins, a service platform with a berthing facility, and an approach trestle for roadways and pipelines to connect the land side from jetty structures and connecting walkways (Cat Walk structures) between the dolphins and the service platform. Quantity of dredging material will be 100000 CUM to achieve -15.4 m depth. Port has a total land area of approx. 822 ha & water spread area of about 120 ha. The proposed project is within Port limit of NMPA.

3.6.4. The proposed project falls under 7(e), Ports, Harbour, Category A ((≥5 million TPA of cargo handling capacity). Total project cost is Rs. Rs.308.80 Cr.

3.6.5. Land use/Land cover of project site:

S. no.	Land use/Land cover	Area (ha)	%	Remarks, if any
1	Water Body	1.01	100%	The existing Berth No. 9 is located in New Mangalore Port Authority (NMPA) Port limit and Customs Notified area.

3.6.6. Terrain and topographical features: The existing waterfront Berth No. 9 has located at preceding the Berth No. 10. New Mangalore Port is an all-weather major port at Panambur, Mangalore in Karnataka State in India. It is the only major port of Karnataka and the seventh largest port in India. Entire project is in waterfront area.

3.6.7. Details of water bodies, impact on drainage: Project is located in water front area of NMP. There will be no change in the drainage pattern due to proposed project.

3.6.8. Water requirements: water will be required for construction phase 10 KLD & Operational phase 25 KLD, water will be met from water transported through private water tankers. During operation phase, water will be arranged through Mangalore City Corporation.

3.6.9. Tree cutting: No tree cutting will be involved.

3.6.10. Diversion of Forest land: No forest land will be diverted. The proposed project is not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) etc.

3.6.11. Waste management: the project site is envisaged CETP. The generated domestic sewage will be treated in the existing Sewage Treatment Plant. The capacity of the existing STP is 1.2 MLD.

3.6.12. Details of shore line change: The proposed project is located in the existing port limit. As per shoreline change Atlas of Karnataka, Map No. 48L13NW prepared by Space Application Centre, ISRO, Ahmedabad. The proposed project area is a stable coast.

3.6.13. Capital Dredging: Total capital dredging is envisaged to be 1,00,000 cum. Maintenance Dredging: Maintenance dredging is carried out every year to the tune of 6 Million CUM at the port.

3.6.14. Disposal Point: Existing dumping ground at 12o57'34" N and 74o41'41" E. No reclamation is required for the project.

3.6.15. Cargo handling: The berthing facility has to be designed with the flexibility to handle large range of tankers on a long term basis with a futuristic perspective and competition with neighboring ports, the jetty to be designed for handling Suezmax vessels (up to 150,000 DWT). The proposed replacement jetty number 9, being located in the deep basin which will be dredged to (-) 18.0 m CD, it is suggested that this berth be designed to handle suezmax tankers up to 150,000 DWT. The existing Berth No. 9 is handling Crude oil, POL Products, LPG and others. Dust preventive measures: Fugitive dust may emit from material transport by truck. Construction material shall be transported through covered trucks. Dust will be suppressed by water sprinkling. Transport along with spillage control: Cargo will be transferred after covering the trucks, Tarpaulin will be used and overloading will be avoided.

3.6.16. Proposed project is within port limit and there are no fishing activities in the vicinity.

3.6.17. Land acquisition and R&R issues: No R&R is involved.

3.6.18. Employment potential: There will be a requirement of 100 to 200 workers during construction stage but no additional requirement during operational phase. The manpower requirement for Berth No. 9 during operational stage.

3.6.19. Benefits of the project: Understanding the primary need of the people, the project will have positive impacts on socio-economic conditions of the region. To meet growing demand of POL in southern Karnataka, to increase the demand of clean cooking LPG, To minimize capital

dredging quantity and minimize maintenance dredging cost. Also, with the improved infrastructure, generation of either direct or indirect employment to the local people. The connectivity will also improve the ecotourism facility which will provide employment to the locals.

3.6.20. Details of Court cases: No court case is involved in the proposed project.

3.6.21. During the EAC, observed the following:

i. *As submitted by the PP the berth no.9 is commissioning in 1975 for LPG/POL at that time CRZ notification and EIA notification 2006 was not in force and PP mentioned that they have obtained EC vide OM letter no.J-16011/21/92-IA.III dated 29th October, 1993 for development of Port facilities for handling of crude and POL product at Mangalore Port. In view of the above, the EAC opined that, PP shall submit developmental events in chronological order with clearances obtained for the projects along with the EIA report.*

3.6.22. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 336th meeting held on 08th -09th August, 2023 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. Importance and benefits of the project.
ii. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.
iii. Recommendation of the Karnataka CZMA shall be obtained and submitted.
iv. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.
v. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.
vi. Hydrodynamics study on impact of dredging on flow characteristics shall be carried out.
vii. Study the impact of dredging and dumping on marine ecology and draw up a management plan through the NIO or any other institute specializing in marine ecology.
viii. PP shall submit developmental events in chronological for the port along with EC and CRZ clearances for the same.
ix. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).
x. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.
xi. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.
xii. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.

xiii. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.

xiv. Disaster Management Plan for the project shall be prepared and submitted.

xv. Marine and mangrove conservation plan be developed by a nationally reputed institute such as Deccan Education Society, Pune University. A proposal for the same be sought from DES and necessary funds be provided to the same.

xvi. Details and status of court case pending against the project, if any.

xvii. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

xviii. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.

xix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

xx. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

Agenda No. 3.7

Proposed Development of Talegaon Industrial Area – Phase-IV as an Electronics and Engineering City Expansion on about 2404 Ha of land adjacent to existing Talegaon Industrial Area (Ph-I), Pune, Maharashtra by M/s MIDC- Terms of References.

Proposal No: IA/MH/NCP/258294/2022; File No: 10/27/2023-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

The **PP did not attend the meeting**. The proposal shall be considered only after a written request by the PP.

Agenda No. 3.8

Development of Kharagpur-Bardhaman-Moregram Section (NH-116A) to Kharagpur Silliguri Economic Corridor in the State of West Bengal under Bharatmala Pariyojana. The alignment starts from Ch 0+000 at NH-(old NH 6) Near Kharagpur, Paschim Medinipur District and the alignment ends near Ch 230+983 near junction of NH-60 and NH-34 at Morgram Village of Murshidabad District in the State of West Bengal. The total length of the project corridor is 230.957km by M/s National Highways Authority of India- Environmental Clearance reg.

Proposal No. IA/WB/INFRA1/435058/2023; File No. 10/25/2022-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.8.1. The project proponent along with the DPR Consultant M/s C.E. Testing Company Pvt. Ltd, West Bengal and EIA consultant M/s UltraTech, Thane, made a presentation through video conferencing and provided the following information-

3.8.2. The proposed project is for development of Kharagpur-Bardhaman-Moregram Section (NH-116A) to Kharagpur Silliguri Economic Corridor in the State of West Bengal under Bharatmala Pariyojana. The alignment starts from Ch 0+000 at NH-(old NH 6) Near Kharagpur, Paschim Medinipur District and the alignment ends near Ch 230+983 near junction of NH-60 and NH-34 at Morgram Village of Murshidabad District in the State of West Bengal. The total length of the project corridor is 230.983 km by M/s National Highways Authority of India.

3.8.3. The project road starts from NH 16(Old NH-6) at Ch. 124.500 km of old NH-6) near Kharagpur (around 9Km from Kharagpur Chourangee i.e., NH 14-NH 16(Old NH60-NH6) Junction towards Kolkata on NH 16(Old NH-6)) and ends near Moregram (Junction of NH 14(Old NH-60), NH 12 (Old NH-34) and SH- 7). The Geo-coordinates of project site from 22°23'3.95"N,87°24'50.62"E to 24°17'58.46"N,88° 1'55.38"E.

3.8.4. ToR was granted on 30th June, 2022 in the meeting held on 300th meeting during 15th June, 2022, in the Ministry of Environment, Forest and Climate Change, New Delhi.

3.8.5. The proposed project falls under schedule 7(f), Highway, Category "A" of EIA Notification 2006. Total investment/cost of the project is about Rs. 1,321.78 Cr.

3.8.6. Landuse/Landcover of project site:

S. no.	Landuse/Landcover	Area (ha)	%	Remarks, if any
1	Agricultural Land	21261.45	91.6	-
2	Built up land	1435.35	6.2	-
3	Deep Vegetation	172.37	0.7	-
4	Water Body	233.78	1.0	-

5	Scrubland	19.09	0.1	-
6	River Sedimentation	60.69	0.3	-
7	Floating Vegetation	32.79	0.1	-

3.8.7. Right of Way (RoW): The proposed RoW is 60 m.

3.8.8. Terrain and topographical features: Flat terrain, plain land passing through agricultural areas and built-up areas.

3.8.9. Details of water bodies, impact on drainage: the proposed alignment crosses 10 rivers namely, Kangsabati, Silabati, Ketha, Dwarkeswar, Damodar, Ajoy, Bakreswar, Mayurakshi, Dwaraka and Brahmani. The alignment partially or fully affects 64 nos of ponds which fall within the RoW of the alignment. Changes are expected and can be attributed to the construction of new bridges, culverts, cross drainage works etc. However, there will not be any long-term impacts on the drainage system of the surrounding areas as adequate mitigation measure will be taken.

3.8.10. Water requirements: 5300 KLD of water will be required and this will be sourced from surface sources. No ground water will be extracted for the project.

3.8.11. Waste Management: The waste generated from the project shall be mostly construction and demolition waste due to the proposed project and domestic waste, which shall be generated by the workers. Construction and Demolition waste will be used to the extent possible within the construction site. Waste management shall be done as per Solid Waste Management Rules, 2016 and Construction and demolition waste Management Rules 2016.

3.8.12. Tree cutting and Green belt development: 13500 trees will be felled and 41000 trees will be planned as part of Compensatory plantation. The tree species selected for greenbelt development as per the Green Highways (Plantation, Transplantation, Beautification & Maintenance), Policy – 2015 and IRC: SP: 21- 2009.

3.8.13. Details of Rain Water Harvesting: Rainwater harvesting will be done as per the Tentative Guidelines for drainage through Rain Water Harvesting and Artificial recharging along National Highways issued by Ministry of Road Transport and Highways, Government of India dated 5th September 2013 and its subsequent amendment titled Rain Water Harvesting and Artificial recharging along National Highways- Standard Operating Procedure dated 3rd September 2019. Therefore, about 230 recharge structures are planned for the project.

3.8.14. Land acquisition and R&R issues involved: 1572 ha of land is required for the proposed project which is being acquired through NH Act, 1956. No R&R is involved in the project. Compensation will be paid as per the Schedule 1 of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

3.8.15. Employment potential: The proposed project will develop the employment during construction phase 250permanent and 900 temporary employments will generate. During operation phase 25 permanent employment and 25 temporary employments will be generated.

3.8.16. Benefits of the project: The Project Road is an economic corridor between Kharagpur – Siliguri. So, the whole North-East India will be benefitted on this project as the Siliguri is the gate way of North-East India and Reduction in length between Kharagpur – Morgram.

3.8.17. Details of Court cases: No court case/litigation is pending against the project.

3.8.18. The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 336th meeting of Expert Appraisal Committee held on 08th -09th August, 2023 and **recommended** the proposal for grant of Environmental Clearance with specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. No tree can be felled/transplant unless exigencies demand. Where absolutely necessary, tree felling shall be with prior permission from the concern Authority. Old, large and heritage value trees should be retained based on girth and age regulations as may be prescribed by the Forest Department. Where the trees need to be cut/transplanted with prior permission from the concerned local Authority, compensatory plantation in the ratio of 1:10 (i.e. planting of 10 trees for every 1 tree that is cut/ non-survival of any transplanted tree) shall be done and maintained. Plantations to be ensured species (cut) to species (planted). All the plantation will be done by state forest department as deposit work and not by private contractors.

ii. The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.

iii. Trees with heronry (breeding ground for herons, egrets, etc), pelicanary or community nesting of birds like Painted Storks, Ibis, Egrets, Pelican, etc will not be allowed to fell. In case of presence of such, alignment will be required to be changed to save such trees.

iv. Green belt development (tree plantation) in lieu of the trees being felled in non-forest land should be carried out by the respective State forest departments as deposit work and not by the private contractor. Green belt must be developed using exclusively native species. No exotic species to be used for the same.

v. Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats

vi. Besides all the structures proposed, an additional adequate number of Culverts shall be provided for water supply to the agricultural land. All the Culverts proposed in the project shall be distinguished into water supply for the people and water supply for the agricultural land.

vii. No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.

viii. Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.

ix. In borrow pits, the depth of the pit shall be regulated such that the sides of the excavation will have a slope not steeper than 1:2, from the edge of the final section of bank. Soil erosion checking measures shall be carried out. Details for Borrow area operation and rehabilitation given in EIA report shall be followed.

x. Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.

xi. In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.

xii. Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC: SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.

xiii. Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.

xiv. All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed.

xv. Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Effort should be made to plant native trees and Ficus species on both sides of the alignment. Special attention shall be given for protecting giant trees, and locally important trees (having cultural importance) and should be identified chainage wise.

xvi. Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.

xvii. PP will make provision for contribution towards undertaking environmental sustainability programms such as ground water rejuvenation, afforestation, solid waste management etc to the Indian Army as a part of EMP. Proposal regarding the same be sought from India Army Environmental Projects, QMG Branch, Army HQ and accordingly one time grant be provided within 3 months of grant of EC as the part of the EMP budget. Accordingly, EMP budget to be modified.

xviii. A specific financial provision be made to the National Disaster Management Authority for infrastructure upgradation as a part of EMP. A general proposal regarding the same be sought from NDMA and provision for the same be made in EIA-EMP and accordingly provided to NDMA. Accordingly, EMP budget will be prepared.

xix. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.

xx. Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Major water bodies have been observed in the vicinity of the proposed road alignment & may be potential human elephant conflict points, appropriate number of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden.

Agenda No. 3.9

Development of economic corridors, inter corridors, feeder routes and borders road to improve the direct connectivity in Indian Cities (Lot-8/Package-1) Surat–Nashik Ahmednagar Greenfield Stretch (Length 289.00 km) in the States of Gujarat and Maharashtra by M/s National Highways Authority of India-Further consideration for Terms of Reference reg.

[Proposal No. IA/MH/NCP/229436/2021 and File No. 10/47/2021-IA.III].

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.9.1. The project proponent along with the DPR consultant M/s Aarvee Associates Architects Engineers & Consultants Pvt. Hyderabad has made a presentation through Video Conferencing.

3.9.2. The proposal was earlier considered by EAC in its 279th meeting on 15th November, 2021, 281st meeting during 24th- 25th November, 2021 and deferred the proposal for want of some requisite documents/information. The PP has submitted point wise justification and

detailed compliance of the ADS raised in 281st EAC meetings. The proposal was reconsidered in its 289th EAC meeting during 17th - 18th February 2022 and The EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 289th EAC meeting during 17th - 18th February, 2022 and decided to conduct a site visit before taking final decision in the matter.

3.9.3. Accordingly, a site visit by the Sub-committee was conducted on 20th - 21st April 2022 about the proposed project.

3.9.4. **Conclusion and Recommendations of the Site Visit Report**

1.1 The Sub-Committee concluded that there is further scope for reducing environmental damage to the Western Ghats by further change in alignment and recommended that the NHAI should review both the alignments, existing and proposed Greenfield road/alignments. The NHAI shall find out the feasibility of reducing the road formation level (with respect to MSL) so that more and more road length can be built up through tunnel cum viaduct or any other suitable methods using latest state -of the art -technologies, which will help in minimizing the damage to land surface as well as to the drainage system of Western Ghats, caused by cut and fill method. The NHAI shall do this exercise for both the existing road alignment and proposed Greenfield alignment and submit the comparative statement of both the alignments suggested after this exercise for further decision/recommendation of the EAC.

1.2 The Sub-Committee opined that though the estimated forest land is more in the existing alignment, however, the developmental activity which is already taking place in the existing alignment will be limited to around existing alignment; this will spare the pristine area of the proposed alignment.

1.3 The EAC Sub-committee further suggested NHAI to prepare comparative statement for both the alignments with the help of Longitudinal sections, cut & fill requirements, improvements of geometrically poor design areas (bypasses/realignments) etc so that environments impacts of these alignments can be scientifically assessed and addressed subsequently.

1.4 The matter was again discussed in the EAC meeting held on 21st-22nd July, 2022 and following were the observations of the EAC:

1.5 As advised by EAC, the PP has presented comparative analysis of the work to be executed for the existing alignment and the new alignment. The major issue with the existing alignment is approx. 50 numbers of bends in the road, which is causing delay in the overall travel time and reducing the design speed of the road. EAC observed that the PP has made several design interventions and realigned the existing alignment and reduced the total no of bends to 8. EAC opined that the balance 8 bends can also be maneuvered by engineering interventions.

1.6 The EAC opined that the total travel length of the existing road (NH-848) is 136 Kms and the proposed greenfield is 107 Kms and likely travel time after improvement on existing road is 3.00 hrs. Whereas, on the proposed road/alignment, it will only be 1 hr 10 min. This

marginal reduction of travel length and time in the new proposed alignment, is expected to overweigh the cost of environmental damages to the Western Ghat in the existing alignment.

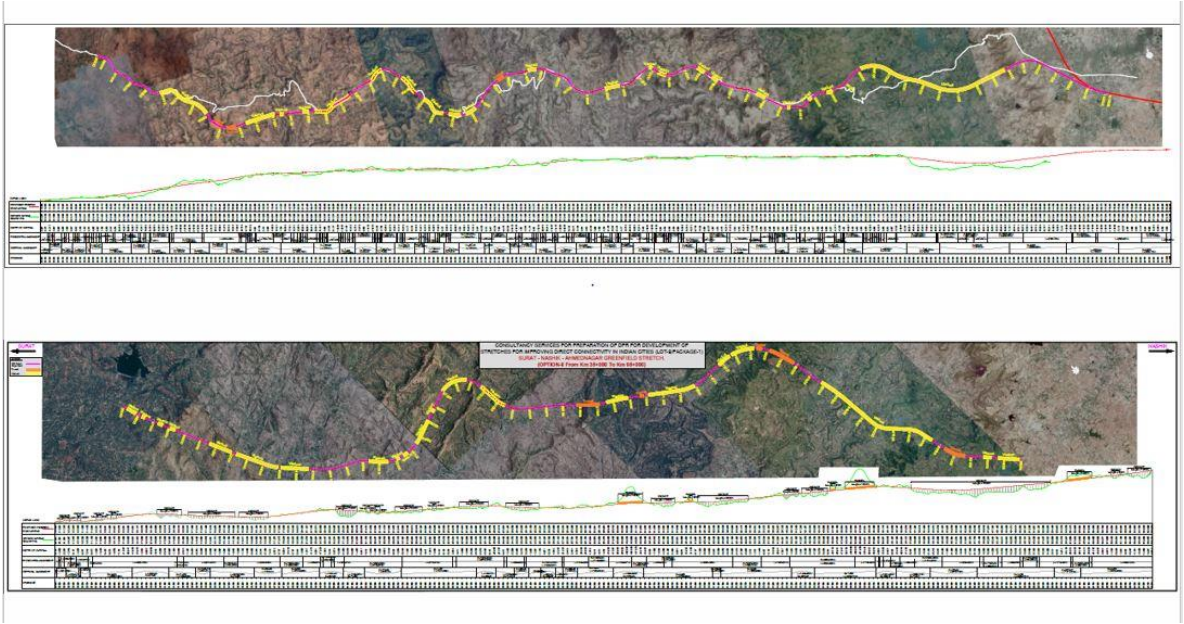
1.7 EAC further observed that developmental activities in virgin and ecologically sensitive new parts of Western Ghat areas around the proposed alignment will overweigh the damages caused by the option of retrofitting/improving/upgrading the existing road/alignment.

1.8 In view of the above, EAC recommended the PP to finalize the existing alignment in all respect and submit to the Ministry so that matter can be further appraised for grant of ToR.
At this instance the proposal is considered in the EAC meeting held on 08th-09th August, 2023, M/s Aarvee Associates Architects Engineers & Consultants Pvt. Hyderabd has made a presentation through Video Conferencing and submitted the following:

i. As recommended by the EAC, the comparison statement of upgrading existing road(NH-848) and the proposed green field corridor through western Ghats have been studied thoroughly with respect to engineering prospective with the help of longitudinal sections.

ii. The ecological pros and cons in the project have been also studied. TERI has studied the detailed assessment on CO2 Emission for upgradation of existing NH-848 vis-à-vis proposed green field corridor and found more emissions from the upgradation of existing NH-848 than the proposed green field corridor.

iii. The Vertical Profile of the (NH 848 & SA Road) is as following:



As per consideration of the EAC suggestions Now PP has submitted the following:

i. Construction of 6 lane Greenfield Economic corridor (Surat-Nashik- Ahmednagar Section) starts at Km 0.000 near Sarpur village, Navsari District in the State of Gujarat and ends at Km 290.700 near Kolhewadi village, Ahmednagar District in the state of Maharashtra by M/s National highways Authority of India.

ii. The Green field alignment starts from proposed Vadodara – Mumbai Expressway of Navsari District near to village Sarpur in the state of Gujarat with start point coordinates 20°55'17.78"N, 73° 3'47.56"E and ends at road connecting NH-61 near Kolhewadi village in Ahmednagar District (Des. Ch 290+700) in the State of Maharashtra with end point coordinates 19° 5'3.37"N, 74°50'0.78"E.

iii. The proposed project falls under 7(f) - Highway, Category -A, as per EIA notification 2006. The total cost of the project is Rs. 16,198.38 Cr.

iv. The predominant land-use along the project corridor is agricultural land which accounts for about 78.9% of the total land use followed by Forest area 12.7 %, Barren land 5.80 %, others 2.5 % and built-up 0.1%. Prominent crops grown along the study area are Great Millet, Maize, Bajra and Groundnut in Kharif Season and Wheat, Mustard and Cumin in Rabi Season of Gujarat State.

v. A minimum Right of Way (ROW) of 70m is considered throughout the project length except in the Western Ghat section where 45m PROW and at the tunnel approach section 150 m PROW & at Tunnel portion 50m PROW is considered.

vi. Terrain is classified by the general slope of the country across the highway alignment. Based on this criterion, the project is predominantly through plain terrain followed by hilly and rolling terrain.

vii. The alignment is crossing River Ambika at Km 7.660, River Kaveri at Km 21.640, River Kharera at Km 33.760 and River Sasu at 45.990, River Man at Two locations at Km 58.460 & Km 60.760 in Gujarat state and River Par at Three Locations at Km 70.660 & Km.82.760 & 85.360, Godavari River at 151.960, Paravara NB Canal at 224.760, Mula River at 249.560 and Dev Nadi at Km.256.340. Propoer care shall be taken to free from dumping of solid waste and earth materials. No change in hydrology of water courses is envisaged due to the project. Adequate number of balancing culverts will be provided to maintain the natural water flow and drainage.

viii. Water Requirements: The construction water requirement will be met from surface water bodies. Ground water will be used for construction, where surface water is not available after obtaining prior permission from concerned authorities. Approximate water requirement for the construction is 48,47,293 KL. Ground water will be extracted from bore wells or surface water will be extracted from the nearby river depending on the season of construction and water availability with the permission of ground water board / irrigation department.

ix. About 51,896 nos of trees (Western Ghat portion: 37,500 nos and 14,396 Nos. trees in rest of the alignment) proposed to be removed within PRoW. The details of the afforestation in the project will be done in the form of avenue & median plantation will be done on available ROW as per IRC: SP-21: 2009.

x. Diversion of forest land: The project involves diversion of 340.795 ha of forest land (refer below Table for break-up), out of which 286.74ha of forest in Western Ghat Portion. The forest clearance is not yet submitted.

S.no	State	District	Chainage (Km.)		Length (Km.)	Affected Forest Area in 45m (Ha.)	Remarks
			From (km)	To (km)			
1.	Gujarat State	Navsari	35.700	36.200	0.500	2.250	
2.			37.600	38.100	0.500	2.250	
3.			38.250	44.600	6.350	28.575	
4.			45.100	45.150	0.050	0.225	
5.		Valsad	46.600	65.380	17.020	76.590	
6.			65.380	65.780	0.400	6.000	Approach(150m PROW)
7.			65.780	67.140	1.360	6.800	Tunnel-I (50m PROW)
8.			67.140	67.540	0.400	6.000	Approach(150m PROW)
9.			67.540	68.360	0.820	3.690	
Total Length and Area in Gujarat State					27.400	132.380	

xi. Forest diversion of involved in the state of Maharashtra State is as following:

.No	State Name	District	Chainage (Km.)		Length (Km.)	Affected Forest Area in 45m (Ha.)	Remarks
			From (km)	To (km)			
1.	Maharashtra State	Nashik	68.360	69.220	0.860	3.870	
2.			69.220	69.620	0.400	6.000	Approach(150m PROW)
3.			69.620	69.820	0.200	1.000	Tunnel-II(50m PROW)
4.			69.820	70.220	0.400	6.000	Approach(150m PROW)
5.			70.220	76.980	6.760	30.420	
6.			76.980	77.380	0.400	6.000	Approach(150m PROW)
7.			77.380	77.680	0.300	1.500	Tunnel-III(50m PROW)
8.			77.680	78.160	0.480	7.200	Approach(150m PROW)
9.			78.160	79.780	1.620	8.100	Tunnel-IV(50m PROW)
10.			79.780	80.180	0.400	6.000	Approach(150m PROW)
11.			80.180	89.940	9.760	43.920	
12.			89.940	90.340	0.400	6.000	Approach(150m PROW)
13.			90.340	91.660	1.320	6.600	Tunnel-V(50m PROW)
14.			91.660	92.060	0.400	6.000	Approach(150m PROW)
15.			93.500	95.800	2.300	10.350	
16.			96.600	96.800	0.200	0.900	
17.			97.200	98.200	1.000	4.500	
18			110.950	111.400	0.450	3.150	
19			111.400	111.780	0.380	2.410	
20			122.750	123.350	0.600	3.970	
21			132.070	132.155	0.085	0.595	

22			208.860	208.900	0.040	0.250	
23			234.600	235.150	0.550	4.040	
24			236.100	236.750	0.650	4.540	
25			239.400	239.900	0.500	3.525	
26			242.250	243.000	0.750	5.625	
27			243.000	243.030	0.030	0.330	
28			243.250	243.750	0.500	3.530	
29			243.030	243.250	0.220	3.800	
30		Ahmednagar	243.750	244.150	0.400		
31			267.450	267.750	0.300	1.840	
32			267.750	267.850	0.100	0.600	
33			274.700	274.830	0.130	0.280	
34			279.900	280.200	0.300	1.710	
35			281.050	281.670	0.620	0.040	
36			285.840	285.860	0.020	4.140	
37			288.090	288.580	0.490	4.080	
38			288.580	288.770	0.190	5.600	
Total Length and Area in Maharashtra State.					34.505	208.415	
Grand Total Affected forest Area (Ha)					61.905	340.795	

xii. Details of the proposed structures (Tunnels & Viaducts) in Western Ghat portion of 60 Kms (Ch. 35+000 to 95+000) are viz., Viaducts -21 nos., and Tunnels -05nos, the details are as following:

Details of the Viaducts				
S.No	Design Ch		Type of Str.	Length (Km)
	From	To		
1	35.24	35.82	Viaduct-1	0.58
2	36.22	36.42	Viaduct-2	0.2

Details of the Viaducts				
S.No	Design Ch		Type of Str.	Length (Km)
	From	To		
3	37.26	37.56	Viaduct-3	0.3
4	38.06	38.36	Viaduct-4	0.3
5	40.56	41.94	Viaduct-5	1.38
6	42.28	44.86	Viaduct-6	2.58
7	45.04	46.68	Viaduct-7	1.64
8	50.36	51.5	Viaduct-8	1.14
9	52.04	52.22	Viaduct-9	0.18
10	52.5	52.78	Viaduct-10	0.28
11	53.56	55.1	Viaduct-11	1.54
12	55.64	55.84	Viaduct-12	0.2
13	57.08	58.68	Viaduct-13	1.6
14	59.68	61.48	Viaduct-14	1.8
15	67.58	68.88	Viaduct-15	1.3
16	70.12	72.92	Viaduct-16	2.8
17	74.84	75.66	Viaduct-17	0.82
18	75.8	77.22	Viaduct-18	1.42
19	81.8	89.44	Viaduct-19	7.64
20	92.74	93.22	Viaduct-20	0.48
21	93.62	94.88	Viaduct-21	1.26
Total Length (Km)				29.440

The details of tunnels chainage wise are as following:

Details of Tunnels				
S.No	Design Ch		Type of Str.	Length (Km)
	From	To		
1	65.78	67.14	Tunnel-I	1.36
2	69.62	69.82	Tunnel-II	0.2
3	77.38	77.68	Tunnel-III	0.3
4	78.16	79.78	Tunnel-IV	1.62
5	90.34	91.66	Tunnel-V	1.32
Total Length (Km)				4.800

xiii. Total Structures: The proposed road will have 122 nos of LVUPs., 60 nos of VUPs, 14 nos of VOPs, 17 nos of MJBs, 132 no of MIBs, 3 nos of ROBs, 5 no of Tunnels, 12 nos of Interchanges, 22 nos of Viaducts and 561 nos of Culverts.

xiv. The proposed alignment is Passing 6 km away from Nandur Madmeshwar Bird Sanctuary and Vansda National Park is around 17.6 Kms from the project.

xv. A detailed plan on muck disposal shall be submitted along with the schedule of transportation and the location of the place identified for the muck disposal along with the management plan.

xvi. Solid Waste Management: Sewage and domestic solid waste generated at the construction workers camp will be properly disposed of to prevent health and hygiene related problems. Adequate sanitary facilities such as pit latrines/water seal latrines will be established based on the soil conditions in construction camp. Waste management system as per Solid Waste Management Rules, 2016 will be adopted in construction camps. Septic tank, soak pit will be set-up for canteen/kitchen waste in construction camp and toilet waste liquids will be handled through septic /soak pit.

xvii. Employment potential: Approx. 2,600 workers shall be employed for the construction of the proposed project.

xviii. Land requirement: The total land required for construction of the proposed project is 2262.355 ha.

xix. No Court cases, Public Interest Litigation are pending with the proposed Project.

xx. Project Benefits: This proposed green field corridor is very much required as it reduces substantial length, travelling time and fuel consumption. This proposed corridor is also intended to augment the Transport Infrastructure in the states of Maharashtra and Gujarat and boost the industrial, freight movement and tourism sectors by providing faster inter-region connectivity. The project road will cause several benefits to local people both during construction and operation stage. Besides providing better mode and frequency of transport, access to quality health care facilities, educational and other infrastructural facilities will increase economic activities especially supporting transport like gasoline station, automotive repair shops, lodging and restaurants. Increase in agro-industrial activities are also expected to take advantage of improved access to urban centres, where there are higher demands and better prices for agricultural products. Further, tourism activities in the area and state will be enhanced, which in many terms will boost the local economy and build better investment climate for industries creating more employment opportunities for local people.

3.9.5. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 336th meeting held on 08th-09th August, 2023 and **recommended** the proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. The proponent, with the help of a Zoological Survey of India (ZSI) shall carry out the comprehensive impact assessment for minimum two seasons of proposed alignment on biodiversity with focus on mammals, birds, animal movement using camara traps, drone mapping for habitat contiguity, wildlife corridors, and wetland and Western Ghat ecology including ecological productivity of the important lakes/waterbodies situated within 10 km distance of proposed alignment and prepare a detailed Conservation Plan along with adequate mitigation measures including detailed financial proposal for

biodiversity conservation and mitigation measures in consultation with respective state forest departments. The same will be included as a special annexure in the final EIA-EMP. A comprehensive proposal for biodiversity assessment and developing conservation plan as stated above be sought from ZSI and necessary funds be provided for the same.

ii. The proponent, with the help of an independent institution/expert of national repute, shall carry out a comprehensive socio-economic assessment and also Impact on Biodiversity with emphasis on impact of ongoing land acquisition on the local people living around the proposed alignment. The Social Impact Assessment should have social indicators which can reflect on impact of acquisition on fertile land. The Social Impact Assessment shall take into consideration of key parameters like people's dependency on fertile agricultural land, socio-economic spectrum, impact of the project at local and regional levels.

iii. Alignment should be such that there will not be any entry – exit in the Western Ghat regions.

iv. The proponent, with the help of an independent institute/expert of national repute, shall carry out a detailed traffic study to assess inflow of traffic from adjoining areas like airport/urban cities. The detailed traffic planning studies shall include complete design, drawings and traffic circulation plans (taking into consideration integration with proposed alignment and other state roads etc.). Wherever required adequate connectivity in terms of VUP (vehicle underpass)/ PUP (Pedestrian underpass) needs to be included.

v. Vibration impact of underground tunnel on wildlife life should be studied through independent institute/expert of national repute such as ZSI.

vi. A comprehensive assessment of impact of seismicity on tunnel stability needs to be studied by a reputed institute such as IIT – Mumbai and should be incorporated in the EIA report.

vii. Impact of road on landslides be studied in detail for all the villages that are abutting the alignment and mitigation measures to prevent the same be provided in EIA-EMP

viii. Details regarding ventilation system envisaged for the tunnels need to be presented in the EIA report.

ix. Detailed muck and dredge material disposal plan including specific earmarked locations be identified. No muck disposal will be permitted within Western Ghat regions.

x. Evacuation plans in case of fire, floods, earthquake etc be carefully studied with models and explanations be presented as a part of the ETA report through a nationally reputed institute such as IIT - Mumbai.

xi. A specific financial provision be made to the National Disaster Management Authority for infrastructure upgradation as a part of EMP. A general proposal regarding the same be sought from NDMA and provision for the same be made in EIA-EMP and accordingly provided to NDMA. Accordingly, EMP budget will be prepared.

xii. A specific financial provision be made for contribution towards undertaking environmental sustainability programms such as ground water rejuvenation, afforestation, solid waste management etc to the Indian Army as a part of EMP. Proposal regarding the same be sought from Indian Army Environmental Projects, QMG Branch, Army HQ and accordingly and provision be made as the part of the EMP budget. Accordingly, EMP budget will be prepared.

xiii. A specific financial provision be made to support nationally reputed institute like Deccan Education Society (DES), Pune University as a one-time grant to strengthen

infrastructure for biodiversity and environment division. A proposal regarding the same be sought from DES. Accordingly, EMP budget will be prepared.

xiv. Road safety audit (along with accident/black spots analysis) by any third-party competent organization at all stages namely at detailed design stage, construction stage and pre-opening stage to ensure that the project road has been constructed considering all the elements of road safety.

xv. Cumulative impact assessment study to be carried out along the entire stretch including the other packages in the same stretch.

xvi. Detailed hydrological and subsidence studies to be carried out in tunnel area.

xvii. Rain water harvesting structures to be constructed at the either sides of the road with special precaution of oil filters and de-silting chambers.

xviii. Provide compilation of road kill data on existing roads (national and state highways) in the vicinity of the proposed project. Provide measures to avoid road kills of wildlife by the way of road kill management plan.

xix. The alignment of road should be such that the cutting of trees is kept at bare minimum and for this the proponent shall obtain permission from the competent authorities.

xx. A comprehensive plan for plantation of three rows of native species, as per IRC guidelines, shall be provided. Such plantation alongside of forest stretch will be over and above the compensatory afforestation. Tree species should be same as per the forest type.

xxi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

xxii. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

xxiii. The PP shall not use groundwater/surface water without obtaining approval from CGWA/SGWA as the case may be. The project proponent shall apply to the Central Ground Water Authority (CGWA)/State Ground Water Authority (SGWA)/Competent Authority, as the case may be, for obtaining No Objection Certificate (NOC), for withdrawal of ground water.

xxiv. The Action Plan on the compliance of the recommendations of the CAG as per Ministry's Circular No. J-11013/71/2016-IA.I (M), dated 25th October, 2017 needs to be submitted at the time of appraisal of the project and included in the EIA/EMP Report.

Agenda No. 3.10

Development of Kuduthini Industrial Area (Phase-1) Over an extent of 261Ha (645.18 acres) at Kuduthini Village Bellary Taluk, Bellary District Karnataka State by M/s Karnataka Industrial Areas Development Board (KIADB)-Environmental clearance. Proposal No: IA/KA/INFRA1/420997/2023; File No: 10/37/2021-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their

knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.10.1. The aforementioned proposal was considered in the 322nd meeting during 21st-22nd March, 2023 and 328th EAC meeting during 26th May, 2023, the EAC, taking into account the submission made by the project proponent, had a detailed deliberation in its 328th meeting and **deferred the proposal** for the want of the following information/documents. At this instance PP submitted the information and the proposal is reconsidered in the 336th meeting of Expert Appraisal Committee held on 08th -09thAugust, 2023.

S.no	Detailed sought in the 328th EAC meeting during 26th May, 2023	Reply submitted in the 336th meeting of Expert Appraisal Committee held on 08th -09thAugust, 2023.
1	Status of credible action by KSPCB.	Karnataka State Pollution Control Board issued intimation letter to KIADB to stop further development of the Industrial area immediately until obtaining Environmental Clearance from MoEF&CC.
2	Air pollution damage shall be revised considering the input materials for construction and also the manpower utilised including the impact of transportation within and out of site as per USEPA.	Air pollution damage has been considered as the input materials for construction and also the manpower utilised including the impact of transportation for the damage assessment calculation. Damage Assessment cost consideration for Air emission components of PM2.5, PM 10, SO2, NOX. The total Air pollution damage assessment cost calculated is Rs.78,69,760/-
3	Damages cost shall cover PM10and PM2.5 and the	Damage cost has been taken for Particulate matter, SO2 and NOX and CO as per the EAC committee recommendations. Water consumption for domestic purpose during violation period = 1.575 KLD Water consumption for construction activities during violation

	rates shall be as following: : C) Water pollution damage: As per CGWA 24TH Sept.2020 rates for consumption for construction including domestic till 2023.	period = 8.0 KLD, Water consumption: Damage assessment cost = (1.575 + 8.0) x 698 days x Rs.15 = Rs.1,00,250.25.
4	LU/LC: Prior and present as per the imagery and if the three Nallas passing thru are impacted, the damage to be considered.	3 nallahs are located within the proposed project site. Water cost of damage (Rs/Ha)=Rs.20,000/- 7.60Hax Rs.20000=Rs.1,52,000.
5	Soil/Top Soil: Additional Rs. 20,000/- per ha affected shall be added to the damage already considered.	Soil /Top Soil: Rs, 20000/-per ha has been included in the DAR calculation for the loss of soil nutrients. For the compensation of soil nutrients during violation period will be Rs. 20,000/ha. 29.2haXRs. 20000=Rs.5,98,400/-
6	GB/Plantation: Deficiency in plantation shall be considered @Rs. 300/- per plant for the shortfall on prorate	Rs: 300/-per plant has been taken in the DAR calculation for the deficiency in plantation during violation period. During violation period, 20% of the tree have to be developed in the total proposed trees to be planted. Failing which Rs. 300/-per plant has to be taken for the damage compensation. Proposed tree to be planted=129200 no's 20% of the plants= 25480No's Planted trees during violation period =4620No's

<table>
<tr><td></td><td></td><td>Damage Assessment cost for the compensation of Green belt =(25840-4620) treesX Rs.300=Rs.63,66,000.</td></tr>
<tr><td>7</td><td>MSW Rates as per discussion in the meeting on per kg basis Cost Saved in EMP for all these years shall be considered in the damage cost.</td><td>The solid waste generated during construction activities is 16 kg/day=(16kgX689 days)=10,993.5kg-11,000kg solid waste: Cost of damage(Rs/kg)=Rs.10.0/kg.

11000kg xRs.10/kg=Rs1,10,000/-</td></tr>
<tr><td>8</td><td>The amount allocated towards CER shall be consider under the EMP as per the Ministry’s OM dated 30.09.2020 and the expenditure shall be of capital in nature and spent in 3 years time as per the grievance of Public Hearing accordingly PP shall submit the details.</td><td>the amount allocated towards CER activities are included in EMP which is presented in Chapter 10, Section 10.5.10, table 10.3 in the EIA/EMP report and the same has been attached at Annexure 2. The details are as following:
<table>
<tr><th>S.no</th><th>Activity</th><th>Capital Cost (Lakhs)</th><th>Recurring Cost(Lakhs)</th></tr>
<tr><td>1</td><td>CSTP</td><td>150</td><td>30</td></tr>
<tr><td>2</td><td>CETP</td><td>3000</td><td>45</td></tr>
<tr><td>3</td><td>Water supply system, conveyance for water supply, sewage and effluent</td><td>350</td><td>25</td></tr>
<tr><td>4</td><td>Storm water drains</td><td>100</td><td>10</td></tr>
<tr><td>5</td><td>Greenbelt development</td><td>75</td><td>15</td></tr>
<tr><td>6</td><td>Municipal solid waste management</td><td>30</td><td>10</td></tr>
<tr><td>7</td><td>Occupational health center</td><td>50</td><td>15</td></tr>
<tr><td>8</td><td>Environmental monitoring</td><td>0</td><td>5</td></tr>
</table>
</td></tr>
</table>

		9	Continuous ambient air quality monitoring station(CAAQMS)	450	10
		10	Conservation for Daroji bear sanctuary ESZ	100.0	50
		11	Desilting of kuduthini tanks	15.5	10
		12	Providing water supply and sanitation facility to Govt. school in nearby villages	19.0	10
		13	Providing health care equipment's to public health centers in nearby	30.0	20
		14	Education & skill development	10.0	10
		15	Infrastructure for villages Kuduthini	45.0	30
			Total	4424.5	295
9	All the expenditure under remediation, NRAP and CRAP shall be based on need based for the community capital expenditure.	The remediation Plan, Natural Resource Community Resource Augmentation Plan has been presented in Chapter 13, section 13.3 and table 13.10 in EIA/EMP report and the same has been attached as Annexure 2.			

		<table><tr><th rowspan="2">S. No</th><th rowspan="2">Component Remediation</th><th rowspan="2">Remediation Proposed</th><th rowspan="2">Description</th><th rowspan="2">Location</th><th colspan="3">Total Cost Management</th><th>Total cost in Rs</th></tr><tr><th>Year I</th><th>Year II</th><th>Year III</th><th></th></tr><tr><td colspan="9">Remediation Plan</td></tr><tr><td>1</td><td>Air & Noise</td><td>Avenue Plantation</td><td>Plantation of native plants at 90% survival rate with allocated cost budget including maintenance for 3 years.</td><td>Nearby villages</td><td>27,00,000</td><td>26,00,000</td><td>26,00,000</td><td>79,00,000</td></tr><tr><td colspan="5">Total (Rupees)</td><td>27,00,000</td><td>26,00,000</td><td>26,00,000</td><td>79,00,000</td></tr><tr><td colspan="9">Natural Resource Augmentation Plan</td></tr><tr><td>2</td><td>Water</td><td>Ground Water Management</td><td>Rain water harvesting</td><td>Nearby Government schools</td><td>27,00,000</td><td>26,00,000</td><td>26,00,000</td><td>79,00,000</td></tr><tr><td colspan="5">Total (Rupees)</td><td>27,00,000</td><td>26,00,000</td><td>26,00,000</td><td>79,00,000</td></tr><tr><td colspan="9">Community Resource Augmentation Plan</td></tr><tr><td>3</td><td>Socio Economic</td><td>Medical camps</td><td>Providing health camps & checkup</td><td>Nearby villages</td><td>13,50,000</td><td>13,00,000</td><td>13,00,000</td><td>39,50,000</td></tr><tr><td rowspan="2">4</td><td rowspan="2">Infrastructure Development</td><td rowspan="2">-</td><td>Providing toilet facilities</td><td>Nearby Government schools</td><td>13,50,000</td><td>13,00,000</td><td>13,00,000</td><td>39,50,000</td></tr><tr><td>Solar street lights</td><td>Nearby villages</td><td>27,00,000</td><td>--</td><td>--</td><td>27,00,000</td></tr><tr><td>5</td><td>Infrastructure Development</td><td>--</td><td>Road Construction</td><td>In and around approach roads to surrounding village</td><td>--</td><td>52,00,000</td><td>--</td><td>52,00,000</td></tr><tr><td colspan="5">Total (Rupees)</td><td>54,00,000</td><td>78,00,000</td><td>26,00,000</td><td>1,58,00,000</td></tr><tr><td colspan="5">GRAND TOTAL (Rupees)</td><td>1,08,00,000</td><td>1,30,00,000</td><td>78,00,000</td><td>3,16,00,000 Say Rs. 3.16 Crores</td></tr></table>
10	Energy management plan shall be submitted.	KIADB is proposing energy efficient systems like energy savings with more energy efficient HVAC, refrigeration, lighting and energy efficient buildings in the proposed Industrial Area. KIADB proposes, Solar street light in and around the proposed industrial area to be implemented in the proposed industrial area as a part of community Resource Augmentation Plan and an amount of Rs.79,50,000/- was allotted and it will be spent within 3 years span. The remediation augmentation plan has been presented in Chapter 13.section 13.3 and Table 13.10 in the EIA/EMP report and the same has been attached as Annexure 2.
11	Rain water harvesting structure is proposed as natural augmentation plan, PP shall also submit the details of rainwater harvesting structures for the proposed	50% of Rain water harvesting pits has to be constructed during the violation period. 85 no's rain water harvesting pits has to be constructed during the violation period. 43 No's of rain water harvesting pits has to be constructed during the violation period. Volume of each pit = π x 0.75 x 0.75 x 3.5 = 6.182m2. Loss of topsoil for 43 No's Rain water harvesting pits = 43 x 6.182=265.8m3.

	project apart from the natural augmentation plan.	Cost of Damage per m3=Rs.50/-per m3. Loss of topsoil for 43 no's rain water harvesting pits = 43 x 6.182 =265.83m3 Cost of Damage per m3=Rs.50/-per m3 Damage assessment cost = 265.83 m3 x Rs.50 = Rs.13,291.30/- Rs.13,292/- For the compensation of soil nutrients during violation period will be Rs.20,000/ha. Area of each pit = π x 0.75 x 0.75 = 1.766m2 Loss of each pit = π x 0.75 x 0.75 = 1.766m2 Loss of soil nutrients during violation period for 43 no's Rain water harvesting pits = 43 x 1.766 = 75.94m2 = 0.007594 ha. Cost of Damage per Ha = Rs 20,000/- per Ha Damage assessment cost= 0.007594 ha x Rs 20000 = Rs.151.88/- Rs 152/- The details of rain water harvesting structures for the proposed project is presented in Chapter 10, Section 10.5.4 and Table 10.2 in the EIA/EMPM report and the same has been attached as Annexure 2.
12	Distance from the Daroji Bear Sanctuary ESZ from core and buffer area duly authenticated from the state forest department shall be submitted.	Daraoj Bear Sanctuary ESZ is located at a distance of -10.45km towards NW and Daroji Bear Sanctuary core is located at a distance of -11.49km, WNW from the project site. PP also submitted the letter no. A7/Bhoomi/KIADB/CR-4/2016-17/2481 dated 24.01.2017 from the Office of the Deputy Conservation, Bellary stating that the proposed area is 11.890 km Daroji bear sanctuary.

13	Proposed two area developments need clarification in this regard	This project is one industrial area having proposed area of extent is 261ha. Only two components namely Kuduthini industrial Area Phase-1 and Women Entrepreneurs Park having a total area of 243.33 ha and 17.77ha respectively.
14	Green belt development plan.	15m buffer plantation along with existing Nallahs of either side and also along the periphery of the proposed industrial area. Around 1500-1800 tree are proposed per ha to be planted. A gap should be maintained between two trees for 2m-3m comprising 8m-12m height of trees and another row for 1m width comprising of 3m-4m height of trees are proposed to be planted for shrub vegetation to maintain good system of ecosystem for 100m x 100m grid. The total IDA land area is 261.0ha (645.18Acres). Greenbelt area proposed (33%) = 261Ha x 33/100 = 86.133 ha No. of plants = 86.133 x 1500(Approx. per Ha) = 129200 Plants. The total IDA land area is 261.0Ha (645.18 Acres). Greenbelt area proposed (33%) = 261 Ha x 33/100 = 86.133ha. No.of Plants = 86.133 x 1500 (approx. Per Ha.) = 129200 Plants. The proposed plants = 86.133 x 1500 (approx. per Ha) = 129200 Plants. The proposed plant species for green belt development is selected based on the flowing criteria. Native plant species will be preferred Fast growing plants will be planted Plants having thick canopy cover will be used. Preferably perennial and evergreen species will be selected Plants having large leaf area index will be considered Road sides will be planted with local vegetation.

		The list of local species is presented in Section 3.11.6 and in Table 3.20 in the enclosed final EIA report. The map representing green belt plan is enclosed as Annexure-3.
15	Water bodies impacts due to proposed industrial area.	Due to construction activities like laying of roads, GLSR and storm water drains, dust will be deposited on the surface of water bodies. Rs.20000/ha will be spent for bund strengthening, Lining of Nallah, etc., 3 Nalla Area =7.60 Ha Water: Cost of Damage (Rs/Ha) = Rs.20000/- 7.60Ha x Rs.20000=Rs.1,52,000
16	PP proposed a diversion of natural drainage only to facilitate for construction activities the details of the same shall be submitted.	There are no natural water bodies and drainage has been diverted for the construction activities in the proposed industrial area.

3.10.2. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 336th meeting during 08th- 09th August, 2023 and recommended the proposal for grant of environmental clearance with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. EAC recommended for an amount of Rs. 3.16 Crores towards Remediation plan and Natural and Community Resource Augmentation plan to be spent within a span of three years. The details of Remediation plan, Natural resource Augmentation plan and Community Resource Augmentation plan with budgetary provision are mention below:

Remediation Plan, Natural Resource & Community Resource Augmentation Plan.

Proposed activity under Remediation Plan	Cost Allocation (Rs.)			Total cost in Rs
	Yr1	Yr2	Yr3	

Air & Noise	Plantation of native plants at 90% survival rate with allocated cost budget including maintenance for 3 years.	27,00,000	26,00,000	26,00,000	79,00,000
Sub total		27,00,000	26,00,000	26,00,000	**79,00,000**

Natural Resource Augmentation Plan.

Proposed activity under Natural Resource Augmentation Plan		Cost Allocation (Rs.)			Total
		Yr1	Yr2	Yr3	
Water(Ground Water Management)	Rain water harvesting nearby government School	27,00,000	26,00,000	26,00,000	79,00,000
Sub total		27,00,000	26,00,000	26,00,000	79,00,000

Community Resource Augmentation Plan.

Proposed activity under Community Resource Augmentation Plan		Cost Allocation (Rs.)			Total Cost Allocation
		Yr1	Yr2	Yr3	
Socio Economic	Providing health camps & check-up	13,50,000	13,00,000	13,00,000	39,50,000
Infrastructure Development	Providing toilet facilities Nearby	13,50,000	13,00,000	13,00,000	39,50,000

	Government schools,				
	Solar street lights Nearby villages	27,00,000	--	--	27,00,000
Infrastructure Development	RoadConstruction In and around approach roads to surrounding village	--	52,00,000	--	52,00,000
Total (Rupes)		54,00,000	78,00,000	26,00,000	1,58,00,000

Summary

Sl. No	Activities	Total Cost (Rs.)
1	Remediation plan	79,00,000
2	Natural Resource Augmentation Plan	79,00,000
3	Community resource Augmentation Plan	1,58,00,000
Sub Total		Rs. 3,16,00,000 lakhs, (Rs. 3.16 Crores)

ii. Total budgetary provision with respect to Remediation plan and Natural & Community Resource Augmentation plan is Rs. 3.16 Crores. Therefore, project proponent shall be required to submit a bank guarantee of an amount of Rs. 3.16 Crores/- towards Remediation plan and Natural and Community Resource Augmentation plan with the SPCB prior to the grant of EC.

iii. As per MoEF&CC Notification S.O.804 (E) dated 14th March 2017, Damage assessment cost is INR.3,15,77,505/-

iv. As per MoEF&CC F.No.22-21/2020-IA.III, Dated 07.07.2021 & O.M dated 28.01.2022, total amount of Rs. 94.87 Lakhs will be the penalty under violation case.

v. Remediation plan along with the Natural and Community Resource Augmentation Plan shall be completed in 3 years whereas bank guarantee shall be for 5 years. The bank guarantee will be released after successful implementation of the remediation plan and Natural and Community Resource Augmentation Plan, and after the recommendation by regional office of the Ministry, Expert Appraisal Committee and approval of the Regulatory Authority.

vi. Approval/permission of the CGWA/SGWA shall be obtained before drawing ground water for the project activities, if applicable. State Pollution Control Board (SPCB) concerned shall not issue Consent to Operate (CTO) till the project proponent obtains such permission.

vii. Project proponent shall take necessary other clearances/permissions under various Acts and Rules if any, from the respective authorities / department.

viii. In pursuance to the Ministry's OM dated 30.09.2020, Project Proponent shall take up the following activities considering public hearing issues for community development under EMP:

S. No	Component Remediation	Remediation Proposed	Description	Location	Total Cost Management			Total cost in Rs
					Year I	Year II	Year III	
Remediation Plan								
1	Air & Noise	Avenue Plantation	Plantation of native plants at 90% survival rate with allocated cost budget including maintenance for 3 years.	Nearby villages	27,00,000	26,00,000	26,00,000	79,00,000
				Total (Rupees)	**27,00,000**	**26,00,000**	**26,00,000**	**79,00,000**
Natural Resource Augmentation Plan								
2	Water	Ground Water Management	Rain water harvesting	Nearby Government schools	27,00,000	26,00,000	26,00,000	79,00,000
				Total (Rupees)	**27,00,000**	**26,00,000**	**26,00,000**	**79,00,000**
Community Resource Augmentation Plan								
3	Socio Economic	Medical camps	Providing health camps & checkup	Nearby villages	13,50,000	13,00,000	13,00,000	**39,50,000**
4	Infrastructure Development	-	Providing toilet facilities	Nearby Government schools	13,50,000	13,00,000	13,00,000	**39,50,000**
			Solar street lights	Nearby villages	27,00,000	--	--	**27,00,000**
5	Infrastructure Development	--	Road Construction	In and around approach roads to surrounding village	--	52,00,000	--	**52,00,000**
				Total (Rupees)	**54,00,000**	**78,00,000**	**26,00,000**	**1,58,00,000**
				GRAND TOTAL (Rupees)	**1,08,00,000**	**1,30,00,000**	**78,00,000**	**3,16,00,000 Say Rs. 3.16 Crores**

ix. Wildlife Conservation Plan (WCP) for Schedule-I Species as approved by PCCF will be obtained before commissioning of the project and the wild life conservation plan recommendations made by the state forest department in the conservation plan shall be the complied and the status of the same shall be submit with the six monthly EC compliance report.

x. Necessary authorization required under the Hazardous and Other Wastes (Management and Trans-Boundary Movement) Rules, 2016, Solid Waste Management Rules, 2016 shall be obtained and the provisions contained in the Rules shall be strictly adhered to.

xi. During construction phase, air pollution and the solid waste management aspects need to be properly addressed ensuring compliance of the Construction and Demolition Waste Management Rules, 2016.

xii. This environmental clearance is only for the said Industrial Area. Any other activity within the Industrial Area would require separate environmental clearance, as applicable under EIA Notification, 2006 as amended from time to time. For all the individual units, environmental clearances, as applicable, shall be obtained from the respective regulatory authorities.

xiii. All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to RO, MoEF&CC along with half yearly compliance report.

xiv. To achieve the Zero Liquid Discharge, waste water generated from different industrial operations shall be properly collected, treated to the prescribed standards and then recycled or reused for the identified uses.

xv. The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent and to treat the same to meet the prescribed inlet norms before taking into the CETP for further treatment.

xvi. Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.

xvii. Soil and ground water samples will be tested to ascertain that there is no threat to ground water quality by leaching of heavy metals and other toxic contaminants.

xviii. The quantity of fresh water usage, water recycling and rainwater harvesting shall be measured/recorded to ensure the water balance as projected by the project proponent. The record shall be submitted to the Regional Office, MoEF&CC along with six Monthly Monitoring reports.

xix. The member units shall provide storage tanks for storage of effluent for monitoring the characteristics of effluent before taking into the CETP for further treatment. Proper meters with recording facilities shall be provided to monitor the effluent quality and quantity sent from member industries to CETP and from CETP to the final disposal/re-use on a continuous basis.

xx. Ambient noise levels shall conform to the prescribed standards both during day and night. Incremental pollution loads on the ambient air and noise quality should be closely monitored during development/ construction phase. Adequate measures shall be made to reduce ambient air and noise level during construction phase, so as to conform to the stipulated standards by CPCB/SPCB.

xxi. Fly ash should be used as building material in the construction as per the provisions of Fly Ash Notification of September, 1999 and amended as on 27th August, 2003 and 25th January, 2016.

xxii. Rain water harvesting for roof run-off and surface run- off, as plan submitted shall be implemented. Before recharging the surface run off, pre-treatment must be done to remove suspended matter, oil and grease. The bore well for rainwater recharging shall

be kept at least 4 mts above the highest ground water table.

xxiii. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the public consultation. The project proponent shall initiate the activities proposed by them, based on the commitment made in the public hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory Afforestation etc, either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also be implemented and become part of EMP.

Agenda No. 3.11

Proposed Development of Shahpur-Dherand Industrial Area as Manufacturing of Agrochemicals, Industrial Chemicals, Pesticide intermediate & Specialty Chemicals, Chlor Alkali Products, Pulp and Paper Industry on 387.75 Ha of land located at Dherand, Alibag, Raigarh, Maharashtra by M/s. Maharashtra Industrial Development Corporation (MIDC)- Terms of References.

Proposal No: IA/MH/INFRA1/432398/2023; File No.10/32/2023-IA.III

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in EIA/EMP report. If any part of data/information submitted is found to be false/misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.11.1. The proposal was considered in the 330th EAC meeting held on 19th June, 2023 PP did not attend the EAC meeting, at the instance the proposal is reconsidered in the 336th EAC meeting held during 08th-09th August, 2023. The Project Proponent along with The EIA Consultant M/S. Gaurang Environmental Services Pvt. Ltd has made a presentation through vidéo Conferencing and provided the following information.

3.11.2. The proposal is for develop Shahpur-Dherand Industrial Area as "Manufacturing of Agrochemicals, Industrial Chemicals, Pesticide intermediate & Specialty Chemicals, Chlor Alkali Products, Pulp and Paper Industry" on 387.75 Ha of land at Village Shahpur, Dherand, District Raigad, Maharashtra by M/s. Maharashtra Industrial Development Corporation (MIDC).

3.11.3. The Tata Power has already obtained EC from MoEF&CC, New Delhi vide letter no. J13011/85/2007-IA-II (T) dated December 09, 2009 for the development of 2x800 (1600) MW Coal Based Thermal Power Plant. But due to unforeseeable reasons, the project could not

proceed ahead and the land is transferred back to MIDC. Total of 387.75ha of land is being used for the development. The coordinates of project site are Latitude 18°45”00”N and Longitude 72°58”49”E

3.11.4. The proposed project falls under 7(c), Category-A, as the upcoming industries falls under Category A. Industrial Estates/parks/complexes/areas export processing zones as per EIA notification 2006.Total investment/cost of the project is Rs 872.43 Crores.

3.11.5. The industrial estate shall host following types of industries namely:

a. Chemical Fertilizers – Project activity as per Schedule is 5(a)

b. Pesticide industry and pesticide specific intermediates - Project activity as per Schedule is 5(b)

c. Pulp & Paper industry excluding manufacturing of paper from waste paper and manufacture pf paper from ready pulp without bleaching - Project activity as per Schedule is 5(f)

3.11.6. The salient features of project are:

S. No.	PARTICULARS	AREA (in Ha.)
1.	Area Notified (in Ha.)	387.75
2.	Proposed Amenity Space (in Ha.) @5% *(As per DCR of MIDC)*	0.39
3.	Provided Amenity space	1.60
4.	Proposed Open Space (in Ha.) @10% *(As per DCR of MIDC)*	0.77
5.	Provided Open Space	2.66
6.	Proposed area under roads, services, power corridor (in Ha.)	3.49
7.	Total Deductions (in Ha.) (3+5+6)	7.75
8.	Total Saleable Area (in Ha.) (1-7)	380.00
9.	Land allotment for UPL (in Ha.)	100.00
10	Land allotment for Sinnarmas Pvt. Ltd. (in Ha.)	280.00

3.11.7. Landuse/Landcover of project site: the landuse land cover in the project site of 410.

33sq.km area is as following:

LULC class	Area in Sq.km	Area in percentage
Water Bodies	41.88	10.20
Vegetation	131.58	32.06
Grass	18.22	4.44
Agriculture	70.50	17.18
Build up	41.68	10.15
Scrub	0.17	0.04
Waste land	106.30	25.90
Total Area	410.33	100

3.11.8. List to industries to be housed with the proposed project site, only for projects covered under 7(c) category of EIA Notification, 2006:

i. Chemical Fertilizers – Project activity as per Schedule is 5(a)
ii. Pesticide industry and pesticide specific intermediates - Project activity as per Schedule is 5(b)
iii. Pulp & Paper industry excluding manufacturing of paper from waste paper and manufacture pf paper from ready pulp without bleaching - Project activity as per Schedule is 5(f)

3.11.9. Terrain and topographical features: The project site is at plain land. The soils in the district are formed from the Deccan Trap which is predominating rock formation with small out crops of Laterite at a few places. Soil in the study area is primarily Alluvium (Recent age) and Deccan Trap Basalt (Upper cretaceous to Eocene), consisting of two types i.e. medium black & deep black. More details will be prepared and submitted in Environmental Impact Assessment (EIA) Report.

3.11.10. Details of water bodies, impact on drainage: The project shares boundary with Dharamtar Creek. Proper storm water drainage will be developed as part of project development. Care will be taken that there is no environmental impact on surrounding creek/ water body.

3.11.11. Water requirements: The water requirement for the construction phase will include water for construction activities. 25cum/ha/day water demand shall be considered for designing

of water supply scheme. The source of water will be MIDC Water Treatment Plant (WTP) at Poynad, Alibag, Maharashtra which is 10km from project site. No groundwater extraction/ usage is envisaged for the project.

3.11.12. The project does not fall in Critically Polluted area

3.11.13. Tree cutting, types, numbers, girth size etc.: The proposed project does not involved in the any tree cutting.

3.11.14. Diversion of forest land: The proposed project does not have the forest land and involves any forest land diversion. The project does not located within 10 km of Protected Areas (PA) including National Parks, Sanctuaries and Tiger Reserves, Eco-Sensitive Zone (ESZ) or Eco-Sensitive Area (ESA) etc.,

3.11.15. The project also attracts CRZ area, project shares boundary with Dharamtar Creek. MIDC has issued Work Order for Preparation of CRZ Map.

3.11.16. CETP: During operation phase, Individual industry shall handle, treat and dispose industrial process wastes as per prevailing norms of MPCB and CPCB. Proper treated effluent discharge point shall be identified with the help of IIT-Bombay studies. STP: During construction phase, sludge generated from the Mobile Toilets will be treated as per prevailing norms. Sewage sludge will be removed periodically from Temporary Bio-Toilets provided at site. During operation phase: Individual industry shall handle, treat and dispose sewage generated from their respective STP as per prevailing norms.

3.11.17. Land acquisition and R&R issues: No R&R is involved in the project.

3.11.18. Employment potential: During Construction Contractual Employment of 15-200 number is envisaged, to be sourced from nearby villages. During Operation phase 400-500 number of employment generation is envisaged.

3.11.19. Benefits of the project: Employment Generation: The project will provide employment to a large number of local people. Skilled, semi-skilled and unskilled man power will be utilized during construction and operation phase. This will positively impact the economic condition of the project area. Improvement in the health and educational profile of the area: The development of planned industrial growth shall necessitate the erection of education and health infrastructure. The project will undertake their creation with quality. Improvement in infrastructure facility: In order to facilitate the industries in the industrial area and in order to enhance their productivity, it is proposed to improve existing connectivity and add green-field connectivity projects.

3.11.20. Details of Court cases: No court case/litigation involved in the proposed project.

3.11.21. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 336th meeting during 08th-09th August, 2023 and **recommended** the

proposal for grant of Terms of Reference (ToR) with the specific conditions, as mentioned below, in addition to all standard conditions applicable for such projects:

i. Justification for the site suitability and viability of the project location be submitted

ii. PP shall delineate the all the existing water bodies, and shall extract the drainage pattern of the project site and its periphery area.

iii. The layout map shall be prepared keeping a buffer of 250mtrs from the project boundary to all the existing rivers and after keeping the buffer area pp shall develop think plantation around the buffer area.

iv. The layout map shall be prepared keeping a buffer of 150mtrs from the project boundary to all the existing settlements, and after keeping the buffer area pp shall develop think plantation around the buffer area.

v. After keeping the buffer area PP shall prepare a zonation map of the proposed industrial area with the categorization of the industries as per the EIA notification, 2006 and CPCB guidelines.

vi. Types of industrial units, processes/products in the proposed industrial area be submitted. Also details of waste generation from the proposed industries and treatment of the effluents be submitted.

vii. The air quality modeling studies shall be conducted with the wind rose diagramme.

viii. PP shall also submit cost benefit analysis after keeping the buffer zone around the river/canals existing inside the industrial area.

ix. Detailed marine and mangrove biodiversity and terrestrial biodiversity conservation plan be developed by a nationally reputed institute such as Deccan Education Society (DES), Pune University. A proposal for the same be sought from DES and necessary funds be provided to the same.

x. Submit a copy of layout superimposed on the HTL/LTL map demarcated by an authorized agency on 1:4000 scale.

xi. Recommendation of the Maharashtra CZMA shall be obtained and submitted.

xii. Submit superimposing of latest CZMP as per CRZ (2011) on the CRZ map.

xiii. Submit a complete set of documents required as per para 4.2 (i) of CRZ Notification, 2011.

xiv. Hydrogeological study with the historical data for flood monitoring and mitigation studies shall be carried out.

xv. Permission shall be obtained from the concern river/state irrigation department for proposed project.

xvi. Requirement of water, power, with source of supply, status of approval, water balance diagram, man-power requirement (regular and contract).

xvii. A certificate from the local body supplying water, specifying the total annual water availability with the local authority, the quantity of water already committed the quantity of water allotted to the project under consideration and the balance water available. This should be specified separately for ground water and surface water sources, ensuring that there is no impact on other users.

xviii. A certificate of adequacy of available power from the agency supplying power to the project along with the load allowed for the project.

xix. A certificate from the competent authority handling municipal solid wastes, indicating the existing civic capacities of handling and their adequacy to cater to the M.S.W. generated from project.

xx. An assessment of the cumulative impact of all development and increased inhabitation being carried out or proposed to be carried out by the project or other agencies in the core area, shall be made for traffic densities and parking capabilities in a 05 kms radius from the site. A detailed traffic management and a traffic decongestion plan drawn up through an organization of repute and specializing in Transport Planning shall be submitted with the EIA.

xxi. Disaster Management Plan for the project shall be prepared and submitted.

xxii. A specific financial provision be made for contribution towards undertaking environmental sustainability programms such as ground water rejuvenation, afforestation, solid waste management etc to the Indian Army as a part of EMP. Proposal regarding the same be sought from Indian Army Environmental Projects, QMG Branch, Army HQ and accordingly and provision be made as the part of the EMP budget. Accordingly, EMP budget will be prepared.

xxiii. Details and status of court case pending against the project, if any.

xxiv. Public hearing to be conducted and issues raised and commitments made by the project proponent on the same should be included in EIA/EMP Report in the form of tabular chart with financial budget for complying with the commitments made.

xxv. A tabular chart with index for point-wise compliance of above ToRs. The specific ToRs as recommended above are in addition to all the relevant information as per the 'Generic Structure of EIA' given in Appendix III and IIIA in the EIA Notification, 2006.

xxvi. As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent, based on the commitments made during the public hearing, shall include all the activities required to be taken to fulfill these commitments in the Environment Management Plan along with cost estimates of these activities, in addition to the activities proposed as per recommendations of EIA Studies and the same shall be submitted to the ministry as part of the EIA Report. The EMP shall be implemented at the project cost or any other funding source available with the project proponent.

xxvii. In pursuance of Ministry's OM No stated above the project proponent shall add one annexure in the EIA Report indicating all the commitments made by the PP to the public during public hearing and submit it to the Ministry and the EAC.

Agenda No. 3.12

Shipyard with slipway facility in SF Nos.73/2, 74/1A, 74/1B, 74/2, 74/3, 74/4, 74/5, 75/3A1, 75/3A2, 75B1j and 75/B2 of Pudupattinam Village, Sirkali Taluk, Nagapattinam District, Tamil Nadu-Extension of validity of EC.

Proposal No: IA/TN/INFRA1/435707/2023; File No.10-122/2008-IA.III.

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.12.1. The project proponent has made a presentation through video conferencing and provided the following information: -

3.12.2. The proposed project is for HMEW is proposing a small Shipyard with Slipway Facility in an extent of 7.30 acres falling in SF Nos. 73/2, 74/1A, 74/16, 74/2, 74/3, 74/4, 74/5, 75/3A1, 75/3A2, 75/81 and 75/B2 of Pudupattinam Village (near the traditional Pazhayar Fishing Hamlet), Sirkali Taluk, Nagapattinam District of Tamil Nadu by M/s Hindusthan Marine Engineering Works.

3.12.3. The proposal involves in Construction of a Slipway Structure of 190 m long x 30 m wide (provision is there for 236 m length to accommodate 100 m vessels), + Construction of a Shore Protection Structure of 171 m long x 0.5 m wide and Construction of Office-cum-Support Buildings with a Built-up Area of 789.54 m². As the adequate depth available at the site.

3.12.4. The shipyard is proposed to carry out: Construction of New Marine Vessels @ 3 Nos. per Annum, Repairing/Maintenance of Marine Vessels @ 3 Nos. per Annum and Cargo Handling bulk @5,00,000 Tons per Annum through barge services with ships anchored in Bay of Bengal.

3.12.5. Reason for seeking the extension: CRZ Clearance and Obtained TNPCB Consent in the Year 2009 and started filling up of Lands and Construction of Buildings as per Local Approval which took 4 Years and Completed in 2013. Started to fix up the machineries and went for PWD approval to get the Dredging work permission and carried out the work of Dredging and related activities and Completed in 2018. PP started getting permission from TMB for bringing the small vessels and started doing small VSLS repair and maintenance. PP also built a fishing trawler of 80 ton capacity. Till 2023 TNPCB had given our CTE extension validity for both air and water and when we applied in April for CTO TNPCB asked for EC validation and submit the application.

Observation of EAC.

i. *As per submissions made by the PP the Ministry granted CRZ clearance vide letter no. 10-122/2008-IA.III dated 29th December, 2008 to the project mentioned in the subject above to the M/s Hindustan Marine Engineering Works. Now PP applied for the extension of validity of EC.*

ii. *If M/s Hindustan Marine Engineering Works has obtained Environmental Clearance on 2009, therefore as per the existing regulatory provisions, the EC is valid for 10 years. Therefore, the Validity of EC would be till 2019. The extension of validity may be granted for the original proposals for which Environmental and CRZ Clearance was granted earlier if it covers under the above said provisions. The project proponents will not make any changes in the project nature, structure or configuration and limit themselves to activities for which the Environmental and CRZ Clearance has been given earlier. However instant case the validity is over.*

iii. *Thus PP shall apply fresh application for obtaining the new EC and CRZ clearance as per the provisions of EIA notification, 2006.*

3.12.6. The EAC, taking into account the submission made by the project proponent had a detailed deliberation in its 330th meeting held on 08th-09th August, 2023 and **return the proposal** requested the PP to submit the fresh application for grant of ToR as per EIA notification, 2006 as amended time to time.

Agenda No. 3.13

Rehabilitation and upgradation of Revas - Reddi Coastal Highway MSH-04 to Four / Two Lane with paved shoulder Package-I from JNPT - Revas bundar - Alibag - Murud 5 - Shrivardhan to Bagmandla (Bankot) in Raigad District, Maharashtra by M/s Maharashtra State Road Development Corporation Limited-Terms of References

Proposal No. IA/MH/INFRA1/409766/2022 and File No. 10/1/2023-IA.III

3.13.1. The proposal was listed for appraisal, however, the PP did not attend the meeting.

3.13.2. The EAC, mentioned that, the above-mentioned proposal was earlier placed before the EAC during its 321st meeting of Expert Appraisal Committee (EAC) held on 28th February-1st March, 2023 and deferred the proposal for grant of Terms of Reference (ToR) for the want of following documents/information(s):

i. Project alignment pass through Eco Sensitive Zone (ESZ) of Phansad WLS.
ii. The project road crosses three major rivers namely Kundalika, Rajapuri Creek and Savitri River and others minor/seasonal rivers.
iii. The proposed alignment has extremely sensitive ecological features of the region in terms of its wildlife and forests, CRZ areas.

iv. The Committee also observed that the alignment seems to be crossing within the periphery of CRZ areas in number of places and passing through ESZ of Phansad WLS along with many densely populated areas in many places along the alignment
v. Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR.
vi. Committee also desired to know the complete alignment and understand the issue comprehensively since expansion of existing road(s) in Ratnagiri and Sindhudurg dist in the state of Maharashtra will be influencing coastal plateaus with large number of endemic species as well as passing through very dense habitation areas.

3.13.3. Accordingly, a site visit by the Sub-committee was conducted on 14th-16th June 2023 for the proposed project. Presented the Sub-Committee report before the EAC, the committee agreed with the report. The copy of the site visit report is placed at **Annexure B.**

3.13.4. The Committee also directed that the proposal will be considered only after a written submission by the PP for grant of TOR, while considering the proposal the recommendations of the EAC-subcommittee shall be consider.

Agenda No. 3.14

Environmental and CRZ clearance for proposed expansion and modernization of Pipavav Port, Taluka Rajula, district-Amreli by M/s Gujarat Pipavav Port Ltd.- extension of validity of EC reg.

Proposal No: IA/GJ/INFRA1/427769/2023; F.No.11-91/2009-IA-III(Pt.)

The project proponent has made a presentation through video conferencing and provided the following information: -

3.16.1. The Ministry granted the Environmental and CRZ clearance to the project expansion and modernization of Pipavav Port, Taluka Rajula, district-Amreli by M/s Gujarat Pipavav Port Ltd vide letter F.no.10-91/2009-IA.III dated 5th June, 2012. Subsequently, granted the extended the validity of Environmental and CRZ clearance to the project mentioned in the above up to 04.06.2022. vide letter no F.no.11-91/2009-IA.III dated 5th June, 2012.

3.16.2. The Environmental Clearance was granted in 2012 for Expansion and modernisation of Port Pipavav for following 18 activities.

i. Construction of berth number 5 and approach bridge (joining berth no4 and LPG berth)-Phase 1
ii. Filling of guide bund of existing LPG berth for container yard-Phase 1
iii. Extension of berth no 1 towards southwest by 110 meters-Phase 1
iv. Relocation of LPG berth and construction of guide bund-Phase 1

v. Construction of liquid berth and guide bund-Phase 1
vi. Joining of Berth number 5 with LPG and Liquid berth for creating container berth (Phase 2)
vii. Filling of guide bund behind LPG and liquid berth (phase2)
viii. Relocation of LPG berth and construction of guide bund-Phase 2
ix. Construction of liquid berth and guide bund-Phase 2
x. Construction of coal yard and other bulk storage yard
xi. Construction of container yard
xii. Construction of warehouses
xiii. Construction of rail siding
xiv. Construction of closed conveyer for transport of coal
xv. Construction of first aid station and employees rest room
xvi. Construction of road
xvii. Construction of residential colony for employees. 18. Dredging (capital and maintenance)

3.16.3. The project/activity is covered under category 'A' of item 7(c) i.e. 'Ports, harbours, break waters, dredging' of the schedule of the EIA notification, 2006. And its subsequent amendments, and requires appraisal at Central level by sectoral EAC.

3.16.4. Reason for Delay in Implementation:

a. The drivers of Expansion & Modernization of Pipavav Port were the projected growth in 3 segments of the cargo i.e., Containers, Bulk (Coal & Fertilizer) and Liquid segment as defined in the traffic projections under the DPR. The actual traffic growth has not been in line with the projected traffic growth due to a combination of factors like macroeconomic and trade related factors, lack of regional hinterland development, lack of adequate transportation infrastructure development in the hinterland, level of containerization and global factors like consolidation and overcapacity in the container shipping industry.
b. Also, a large part of the growth in Coal traffic was assumed to come from the Captive cargo with 3 Thermal Power plants planned in the immediate vicinity of Pipavav Port. Due to several reasons including sluggish demand, land acquisition for TPP, inadequate clarity on coal import prices etc., the thermal Power plants could not come up in the hinterland. The Coal imports through the Port have been further adversely impacted due to Govt's increasing thrust on domestic production, self-reliance and focus on renewables. These factors have impacted/delayed the proposed phased development of the Port as per the EC accorded earlier.
c. The Covid and the consequential adverse impact on Exim trade and overall derived demand has also impacted the timely addition of Capacity & Infrastructure.
d. There has been a continuous assessment/evaluation to scale up the infrastructure as the demand builds up to ensure the viability and sustainability of the Projects.

3.16.5. Status of the Implementation of the Project:

Sr. No.	Description	Status	Remarks
1	Construction of berth number 5 and approach bridge (joining berth no4 and LPG berth)-Phase 1	Not Started	Could not be taken due to adverse macro-economic conditions.
2	Filling of guide bund of existing LPG berth for container yard-Phase 1	Not Started	
3	Extension of berth no 1 towards southwest by 110 meters-Phase 1	Not Started	Could not be taken up as the TPP in the hinterland of Pipavav did not materialize
4	Relocation of LPG berth and construction of guide bund-Phase 1	Not Started	Could not be taken up due to reduced demand and unfavorable macroeconomic conditions
5	Construction of liquid berth and guide bund-Phase 1	Not Started	
6	Joining of Berth number 5 with LPG and Liquid berth for creating container berth (Phase 2)	Not Started	Could not be taken up due to reduced demand and unfavorable macroeconomic conditions
7	Filling of guide bund behind LPG and liquid berth (phase2)	Not Started	
8	Relocation of LPG berth and construction of guide bund-Phase 2	Not Started	
9	Construction of liquid berth and guide bund-Phase 2	Not Started	
10	Construction of coal yard and other bulk storage yard	50%	Partly completed and proposed for completion of development
11	Construction of container yard	20%	Could not be taken up due to unfavorable macroeconomic conditions
12	Construction of warehouses	Approx 10,0000 sqm	

		Completed	
13	Construction of rail siding	50%	
14	Construction of closed conveyer for transport of coal	Not Started	Could not be taken up as the TPP in the vicinity of Pipavav did not materialize
15	Construction of first aid station and employees rest room	Completed	
16	Construction of road	Partly completed	Subject to Business trigger
17	Construction of residential colony for employees.	Partly completed	Partly completed and proposed for completion of development
18	Dredging (capital and maintenance)	Partly completed	Capital Dredging – 1,11,941 CUM done. Maintenance Dredging undertaken every 1.5 to 2 years (740948.75 CBM of Maintenance dredging carried out since 2012. Expected to be carried out every 1.5 years

3.16.6. M/s Gujarat Pipavav Port Ltd has obtained Environmental Clearance F.no.10-91/2009-IA.III dated 5th June, 2012, subsequently extended the validity of Environmental and CRZ clearance to the project mentioned in the above up to 04.06.2022. therefore as per the existing regulatory provisions, the EC is valid for 10 years. However, as per the Notification dated 18th January, 2021 period from the 1st April, 2020 to the 31st March, 2021 shall not be considered for the purpose of calculation of the period of validity of Prior Environmental Clearances. Therefore, the **Validity of EC has been extended upto 04th June, 2024.**

i. The extension of validity is being granted for the original proposals for which Environmental and CRZ Clearance was granted earlier.
ii. The project proponents will not make any changes in the project nature, structure or configuration and limit themselves to activities for which the Environmental and CRZ Clearance has been given earlier.

Agenda No. 3.15

Construction of 4-lane Greenfield Highway from Maliya to Pipaliya (missing link of Amritsar-Jamnagar Economic Corridor) and Morbi to Navlakhi Port (connectivity for Navlakhi Port) under NH (O) in the State of Gujarat by National Highway Authority of India-Amendment in ToR.

Proposal No.: IA/GJ/INFRA1/436978/2023; File No. 10/26/2023-IA.III

"The EAC noted that the Project Proponent and the consultant have given undertaking that the data and information given in the application and enclosures are true to the best of their knowledge and belief and no information has been suppressed in the EIA/EMP report. If any part of data/information submitted is found to be false/ misleading at any stage, the project will be rejected and Environmental Clearance given, if any, will be revoked at the risk and cost of the project proponent."

3.15.1. The project proponent and EIA consultant M/s Intercontinental Consultants and Technocrats. Pvt.Ltd, New Delhi has made a presentation through video conferencing and provided the following information: -

3.15.2. The Ministry granted the Terms of References (ToR) to the project Construction of 4-lane Greenfield Highway from Maliya to Pipaliya (missing link of Amritsar-Jamnagar Economic Corridor) and Morbi to Navlakhi Port (connectivity for Navlakhi Port) under NH(O) in the State of Gujarat by M/s National Highways Authority of India.

3.15.3. This proposed project road originates from Morbi bypass (approx. 2.1 km on right side to junction of Morbi bypass with SH-24) and further traverses through greenfield on to the right side of existing SH-24 and terminate at Navlakhi Port. Total length of the proposed project road is 41.819 km. The alignment is passing through 13 villages, 2 talukas (Maliya & Morbi) of Morbi District in the State of Gujarat. The proposed project road will provide connectivity to the Navlakhi Port through National Highway.

3.15.4. Proposed Amendment.

As per Approved ToR	Description as per Approved ToR	Proposed Amendment in approved ToR	Remarks
3	RoW in the CRZ area to be restricted to 35 m to avoid damage to saltpans	Proposed RoW in CRZ area (CRZ IB & III) has been reduced from 60 m to 45m.	The slope protection work may not be possible within 35 m due to high flood level (5m) at the proposed site. Considering the future water level, minimum

			embankment height of 3 m has been proposed.
4	The road in the CRZ areas will only be on stilt and accordingly design be developed	Approx. 10.169 km stretch of Morbi to Navlakhi Port highway falls in CRZ-III NDZ as per CRZ Notification 2011, wherein construction of road is permissible activity. Approx. 0.235 km stretch, which falls in CRZ-IB, the road will be constructed on stilt as per the CRZ Notification 2011	Approx. 10.419 km stretch of Morbi to Navlakhi Port highway (between Chainage 30+700 to 41+819) is passing through CRZ area (235 m stretch in CRZ-IB & 10.169 km stretch in CRZ-III-NDZ). This entire CRZ stretch of the project road is located with the Navlakhi Port Limit, which was notified vide Notification dated 21.11.1955 (copy enclosed) As per CRZ Notification 2011, "*the NDZ shall not be applicable in such area falling within any notified port limits*".

3.15.5. The Proposed alignment covered in CRZ Area.

CRZ Category	Area (ha) as per 60 m RoW	Area (ha) as per 45 m RoW
CRZ IA	0.0	0.0
CRZ IB	1.41	1.05
CRZ-III	43.18	38.63

Sub-total	44.59	39.68

3.15.6. Request for amendment:

i. RoW in the CRZ area to be restricted to 45 m instead of 35 m

ii. Road only in CRZ IB to be constructed on stilt instead of entire 10.419 km stretch

Details of Court cases: No court case is pending against the proposed project.

3.15.7. Reason: The slope protection work may not be possible within 35 m due to high flood level (5m) at the proposed site. Considering the future water level, minimum embankment height of 3 m has been proposed.

3.15.8. The EAC, taking into account the submission made by the project proponent had a detailed deliberation during its 254th meeting on 11th February, 2021 and **recommended** the following amendments in Terms of References.

S.no	Description as per approved ToR dated 03/07/2023	Amendment suggested by the Hon'ble Committee Members during 336th EAC meeting held on 09/08/2023.
1	3. RoW in the CRZ area to be restricted to 35 m to avoid damage to saltpans	3. RoW in CRZ area between Ch. 36+000 to Ch. 41+000 to be restricted 35 m and remaining stretch in the CRZ area, RoW to be restricted to 45 m
2	4. The road in the CRZ areas will only be on stilt and accordingly design be developed	4. The road in CRZ area between Ch. 36+000 to Ch. 41+000 only will be on stilt and accordingly design be developed

i. All other terms and conditions mentioned in the earlier terms and references shall be remain unchanged.

Any Other Item(s) with the permission of Chair.

Agenda No. 3.16

Development of Satellite Town Ring Road (STRR) Phase-II of Bengaluru (NH-948A) from Ramanagara to Peddamadhagondapalli (km 82.200 to km 140.00) in District Ramangara and Bangalore Urban in the State of Karnataka and District Krishnagiri in the State of Tamil Nadu under Bharatmala Pariyojana by M/s National Highways

Authority of India (Length–57.8 km) – Further consideration for Environmental Clearance Proposal No. IA/KA/INFRA1/406866/2022 and File No. 10-34/2018-IA.III.

3.16.1. The above-mentioned project was considered by Expert Appraisal Committee (EAC) of Infra-1 (IA-III) during its 316th and 321st meeting held on 15th December 2022 and 28th February 2023 and recommended the proposal with certain conditions.

3.16.2. Further *The above* proposal *was discussed* in *the* 322nd *meeting of Expert Appraisal* Committee *held* on 21st- 22nd *March, 2023 and noted that the Proposal* of *Development of Satellite Town* Ring *Road (STRR*) *Phase-II was presented before the Committee* during *321st EAC Meeting held on 28th-1st March, 2023 in the said proposal the Public hearing was conducted* in *Ramnagara, Bengaluru Urban,* in *Karnataka* on 23-10-2019 and *Krishnagiri, Tamil Nadu public hearing conducted* on 24-09-2019 and *the base line data also carried out* during 01.06.2018 and *30.06.2018 which is also older than 3 years*. *As per the EIA notification,* 2006 *as amended, the Base* line *data and PH shall* not *be more than 3 years old at the time of application for consideration* of *EC. However M*/S *NHAI* and *EIA Consultant M/*s *Louis Berger Consulting Private Limited presented before the EAC without revealing the fact that why the older data is presented before the* Committee. *The EAC requested Ministry* for *clarification from* M/S *NHAI and EIA Consultant M*/s *Louis Berger* Consulting *Private Limited and to take further necessary* action *as appropriate*. *Kindly provide clarification* in *the matter*

3.16.3. Ministry, on 17th April 2023 requested the PP to submit the clarification on the above. PP vide letter dated 01.06.2023 submitted the requisite information in the Ministry. At this instance the proposal is considered in the EAC meeting held on 08th-09th August, 2023 wherein PP inter-alia submitted the following:

i. Baseline data was generated during summer season from March -June 2018 and submitted the draft EIA report with Pollution control board for conducting Public Hearing during 30 July 2019. Delay mainly araised due to delay in initial joint survey with forest department. - Delay **of 5** months. Public Hearing was conducted at Bangalore Urban district on 07 March 2020 and Covid-19 pandemic already spread in the state of Karnataka. SPCB delayed to convey the proceedings of the public hearings to the central government due to COVID 19.

ii. The forest diversion proposal was submitted on 11/09/2020 with proposal number FP/KA/ROAD/49295/2020 and wildlife proposal was submitted on 12/07/2021 with proposal number FP/KA/ROAD/49295/2020 on Parivesh portal during COVID period. Delay in submission of online proposal due to delay in joint enumeration with forest department in wildlife area. Delay of 1 year due to covid-19.

iii. Extension of TOR by MoEF&CC due to COVID-19 in reference to MoEF&CC issued a notification dated 18th January 2021 vide S.O No. 221 (E) which reads as under "The period from the 01st April 2020 to the 31st March 2021 shall not be

considered for the purpose of calculation of the period of validity of Terms of Reference granted under the provisions of this notification in view of outbreak of Corona Virus (COVID-19) and subsequent lockdowns (total or partial) declared for its control, however, all activities undertaken during this period in respect of the said Terms of Reference shall be treated as valid".

iv. NHAI submitted the site-specific wildlife conservation plan on dated 30/08/2022 for approval of the PCCF & CWWL for compliance of TOR specific condition number IX. Delay of 2 years because of serious pandemic scenario of COVID in Karnataka & Tamil Nadu as no one is allowed to go outside for site verification- Major delay of 1.5 years.

v. NHAI submitted the final EIA report dated 03.10.2022 after finalization of Forest and Wildlife proposal and duly approved site-specific conservation plan for compliance of stipulated condition of TOR including detailed tree enumeration.

vi. Keeping in view of the above, the delay may kindly be condoned due to Pandemic scenario of COVID-19 during the period March 2020- June 2021 which were beyond the ambit of anybody in our country.

3.16.4. EAC after detailed deliberation concluded that the delay is mainly caused due to COVID-19 pandemic situation. Though, the validity of Public Hearing is expired at the time of submission of EIA report by the PP, however, keeping situation in to consideration and also on the fact that no major issues were raised during the public hearing, the delay can be condoned. The matter is therefore referred to Ministry for taking decision in the matter as appropriate.

Agenda No. 3.17

Request for exemption of Environmental Clearance for installing floating pontoons/platforms/jetties.

3.17.1. MoPSW vide OM dated 7 April 2022 had requested MoEF&CC to consider granting of exemption from Environmental Clearance to the projects developed using floating pontoons/platforms/jetties. The matter was appraised in the 302nd meeting of Expert Appraisal Committee held on 7th and 8th July, 2022. After detailed deliberation, the Committee had decided that more inputs from the experts in the field are required before a decision is taken and the Committee had requested the technical report and time to study the same to consider the request further.

3.17.2. MoPSW vide OM dated 13 July 2023 has submitted detailed technical report to MoEF&CC for further consideration. At this instance, the aforementioned proposal was further placed before the EAC in its 336th meeting during 08th – 09th August, 2023. Shri. Hemant Verma, Deputy Secretary, Officer/Official of MoPSW along with the technical consultant Prof.

K. Murali, National Technology Centre for Ports, Waterways, and coasts (NTPWC) had presented and submitted the following:

I. Floating pontoons are suitable for creation of fish landing facilities, passenger crafts, sea planes and other similar purposes for livelihood of coastal community. Many times, more than one floating pontoons and placed side by side for creation of community level landing facilities and in common knowledge called as jetties. The conditions under which they may be adopted are where the loading is not permanent, i.e., no permanent equipment, like cranes, are to be placed on the jetty and wave conditions are less than 0.5m for light pontoons and less than 1.0m for heavier pontoons. Especially in locations having a large tidal range where a conventional quay would mean the fishing boat or passenger vessel berthed many metres below the top of the quay during low tide periods. In such locations, the deployment of floating pontoons results in a constant freeboard between jetty and boat which eases the disembarkation of the catch and the embarkation of ships' stores, with a consequent increase in productivity and safety.

II. Floating Jetties from Pontoons.

i. Floating Jetties are designed to accommodate the berthing of small to medium vessels.
ii. In order to make the floating jetties functional, a Link Span or Gangway are to be provided from an adjoining structure.
iii. Floating jetties do not require any permanent construction and foundation. Hence, there is no significant disturbance in water and sea bed.

III. A comparison on the interface of with floating structures such as ship and Floating Pontoons with sea/ water bed, have been given hereunder.

i. The Floating Structures are similar to the Ships and Crane operated Barges as there's is no permanent connectivity between the floating structure and the ground. They are only anchored or moored. These structures will not cause any impact on the ecology of the area.
ii. Compared to ships, floating pontoon based jetties have very low blockage to water as they displace lesser water compared to ships. Hence, they shall not have any impacts on the environment.
iii. Similar to Ships and Barges the Floating Jetties and Floating Platforms can be moved from one place to another as like the ships.
iv. Floating jetties do not require any permanent construction and foundation. Hence, there is no significant disturbance in water and sea bed and hence its totally free from any kind of environmental pollutions.
v. As the floating jetties are fabricated/manufactured at the one location and being transported to the required site location and hence there will not be any environmental impact that are likely to be caused during the constructional activities of the floating jetties.

IV.Due Diligence.

i. The floating platform, pontoon facilities are planned in more than 200 places in several states in order to facilities timely completion of projects and availability of facilities for public use.
ii. The Annexed (Annexure-1) list DPRs provide detailed designs and site characteristics for initial 50 sites in Tamilnadu, Kerala, Andhra Pradesh, Karnataka and Orissa.
iii. Initial deployments of floating jetties for handling Seaplane facilities were carried out in Gujarat and Goa.
iv. Guidelines for Floating Jetties released by MoPSW in Feb. 2021.
v. Guidelines for Floating jetties/ Platforms for Marinas, Minor harbours, Fishing harbours, Fish landing centres, waterdromes and such other similar facilities in coastal areas, estuaries, waterways, rivers and reservoirs.
vi. The guidelines covers design, development, construction aspects and environmental safety and No discharges are planned and recommended from the pontoon/jetty.
vii. Proposed for Fisheries, Tourism, Facilities for Patrolling & Vigilance Activities, etc.
viii. MoPSW has entrusted the work for preparation of DPRs for all feasible projects in all states/UTs to the National Technology Centre for Ports, Waterways & Coasts (NTCPWC), IIT Madras.
ix. Through due diligence and consultations was carried out during the preparation of these guidelines.
x. More than 240+ locations have been identified for the development of floating jetties and 130+ draft DPRs have been prepared for various locations.
xi. Ministry has, further, identified 50 locations for implementation in Phase I for floating jetties.
xii. The remaining locations will be taken up for implementation after successful implementation of projects in Phase I.

V.Construction & Installation Process of Floating Pontoons/Jetties

The following environmental parameter are considered for design of floating jetty-

i. Wave height 1.2 m
ii. Wave period 9 sec
iii. Wind speed 98 knots (50 m/s)
iv. Current velocity 0.58 m/s
v. Negative Lift - considered during flooding.

VI.Floating Pontoons/ platform will require the following considerations:

i. Floatation stability: Ensure under all conditions the Floating Jetty / Pontoon will float and possess a positive righting lever.
ii. Mooring stability: Individual Floating Unit will be properly moored to avoid any dislocation.

iii. No permanent structures are contemplated for the purpose of mooring.
iv. The mooring design considers worst load combinations with a minimum factor of safety of 1.5.

VII.Activities Proposed at Floating Pontoons/Jetties.

i. The floating jetties will facilities berthing of vessels relating to fishing activities by local communities, Tourism and patrolling & vigilance facilities.
ii. Floating Jetties proposed will accommodate Fishing Vessels (15x3x2 m) upto a maximum of 500 Nos.
iii. In case of demand for additional berthing, there is every scope to add additional floating Pontoons and vice versa.
iv. Vessels will normally berth either parallel to the Jetty or perpendicular to the Jetty.
v. To cater to the local demand, Double Banking or more are also proposed.
vi. No activities planned at the Facility during Non-operational period like Monsoon and severe Climate conditions.
vii. No mechanical equipment like cranes, loaders & unloaders, etc. will be installed at the Facility.

VIII.Interface of Floating Pontoons/Jetties with Sea/Water Bed.

i. The floating jetties/pontoons will be installed where water depth of 1.5 m or more is available.
ii. The Facility will not have any interface between Land and Water.
iii. An Approach/Gangway will be positioned to connect the Floating Jetty and nearby Landing Area which occupies only a negligible land area causing very little impact on the Land Environment.
iv. Floating Jetties are designed with a Load carrying Capacity of 300-500 kg/sq.m.
v. Being a floating object, these structures will not cause any impact on the marine ecology, coastline changes, etc.
vi. Generally, operations at the Facility will be on need basis and will not result in any significant environmental pollution.

IX.Maintenance Schedule and Controlling Agencies

The floating jetties/pontoons will be installed and operated by respective departments of concerned State Government such as Fisheries / Maritime Board / Tourism, etc. either on their own or through their nominated Agencies. No repair facilities will be planned at the Facility.

X.Floating Jetties – Advantages

i. Floating jetties is an alternate solution to India's over-crowded fishing harbours.
ii. Concrete floating jetties have many advantages over the fixed jetties.

iii. Their price is approximately 1/5th of the price of fixed jetty.
iv. They can be increased in size or reduced as per changes in users' requirement or the changes in jetty site's hydrographic profile.
v. Designed to accommodate the berthing of small & large vessels.
vi. In order to make the floating jetties functional, either an Approach Jetty or Gangway has to be provided from an adjoining structure.
vii. Floating jetties do not require any permanent construction and can be conveniently relocated without any significant impact on the environment.

XI.Benefits of floating pontoons

i. It is the most environment friendly platform as It does not require any form of permanent construction on the seabed.
ii. It can be easily moved or removed in case of a need to re-configure the port
iii. Floating pontoons also do not obstruct water and sediment flow like vessels. In fact, they pose lesser blockages, draft wise, than vessels
iv. Floating pontoons do not disturb flora and fauna.
v. Floating pontoons do not cause any spillage or marine pollution and damage to marine ecosystem.
vi. The fishing related activities are usual on the coast and providing floating pontoons therefore do not cause any additional impact
vii. The floating pontoons/ platform are designed as unsinkable.

XII.Progress so far:

i. In February 2021, MoPSW issued guidelines for setting up floating jetties/platforms for marinas, minor harbors, fishing harbors, fish landing centers, waterdromes and for similar facilities in coastal areas, estuaries, waterways, rivers and reservoirs. State Maritime Boards/State Government were encouraged to explore using floating jetties/platforms in their all-upcoming projects as per the provisions contained in the guidelines.
ii. MoPSW has entrusted the work for preparation of DPRs for all feasible projects in all states to the National Technology Centre for Ports, Waterways & Coasts (NTCPWC), IIT Madras. More than 150 locations have been identified for the development of floating jetties.
iii. Initially, 50 locations identified for implementation in Phase I. Out of 50 projects, 15 projects have already been provided in-principle approval for 100% funding through Sagarmala Scheme. Remaining project proposals are under consideration the Ministry.
iv. MoPSW has entrusted NTCPWC, IIT M to prepare proposal for Phase II of the initiative.

XIII.PP further **submitted** the following:

i. Also submitted that floating pontoons / platforms are similar to boats, ships and other floating crafts including floating cranes which operate in ports and as they are not permanent constructions and do not change nearshore ecosystem. There are already numerous pontoons/jetties and floating cranes of small to large in size in operation throughout the country. Since, there is no activity of Environmental impact and no permanent structure is made, providing Floating Pontoons/platforms and jetties made of these pontoons/platorms for livelihood of coastal community, tourism, seaplane landing etc.

ii. Further submitted that floating Pontoons/Jetties are proposed in CRZ-IB / CRZ-II / CRZ-III / CRZ-IV Areas. They will not be established in CRZ-IA Areas.

iii. Foreshore Facilities directly related in water front or directly needing foreshore facilities for their operation are Permissible activities within CRZ as per Clause 3(i), 8I(i)(c), 8I(ii)(g), 8IV of CRZ Notification, 2011 and also as per CRZ Notification, 2019.

iv. As there is no permanent construction (>20,000 sq. m area) and Fish Landing (<30,000TPA)the Proposal will not attract EIA Notification, 2006 (as amended).

v. As there is no standby DG sets or air pollution source and no sewage/effluent generation & its treatment at these facilities, no Consents to Establish or Consents to Operate from State Pollution Control Boards (SPCBs) are required.

vi. Facilities are proposed for Fish Landing, Tourism, Coastal Police Stations, etc, No Repairs & Maintenance Works will be carried out., No Slipway is proposed., No Ship repair facility is proposed., No standby DG sets are proposed., No permanent Infrastructures like Admin. Building, Control Tower, Colony, etc. are proposed within the CRZ area, No storage or handling of hazardous substances, No drawl of ground/surface water at the Facilities.

3.17.3. After detailed deliberations in the matter, the Committee opined that coastal jetties attract the provisions of the CRZ Notification and require prior CRZ clearance from the Competent Authority as per para 4.2 (ii), as may be applicable, however, the Notification does not mention anything about floating pontoons/platform/jetties. The Committee opined that MoPSW has initially identified 50 locations for implementation in Phase I. Out of 50 projects, 15 projects have already been provided in-principle approval for 100% funding through Sagarmala Scheme. Remaining project proposals are under consideration of the Ministry. Those 50 locations proposed in Phase-I and its impacts needs to be seen by the committee and requested the MoPSW to present those locations before the committee before a decision is taken. In view of this, the EAC deferred the proposal and informed to MoPSW to submit 50 locations proposed in Phase-I along with the DPR and study reports made by the National Technology Centre for Ports, Waterways and Coasts for taking decision in the matter.

3.17.4. EAC Committee also sought clarification of following points:

i. What is the policy for CRZ 4 areas for e.g. in Lakshadweep lagoons, Andaman and Nicobar, Gulf of Mannar and Gulf of Kutch areas where some parts have excellent coral and sea grass areas. These areas ideally should be completely excluded from deployment of Pontoons.
ii. Policy for Pontoons in riverine areas with presence of Freshwater Dolphins, crocodiles, Gharial and bird nesting areas especially Indian Skimmer, River Terns, Black-bellied Terns. Such areas should be clearly marked with the help from ZSI and WII.
iii. Impact of the pontoons and its use will vary significantly between various locations such as coastal areas, lagoons, estuaries, waterways, rivers and reservoirs. What are the site specific considerations included in the Pontoon policy?
iv. Minimum distance between each pontoon be clearly defined within the policy. Who will be the regulator authority to allow installation of Pontoons? Without such provision, the entire coast will run the risk of deployment of pontoons destroying shallow water coastal habitats such as sand flats, sea grass beds, sand dunes, mudflats with migratory bird congregation sites and coral reefs.
v. The policy on storage and transport of hazardous chemicals, materials and waste using Pontoons? Will it be allowed?
vi. There is no oil spill contingency plan included in the policy. As the pontoons will be used for passenger ships, fishing vessels etc, the seepage of oil cannot be prevented. Thus there will be need to have oil spill containment mechanism and infrastructure available at each pontoon. This is all the more important if pontoons will be developed in modular forms extending up to several hundred meters as presented to EAC.
vii. There is no risk assessment of Pontoons stability in case of cyclones, strong storm surges and tsunami. Dislodging of these during cyclones and its impact on near shore habitation need to be studied?
viii. For passenger transport (embarkation and disembarkation), there is no mention of accident response mechanism. Details for the same be provided.

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Annexure-A

Following members were present during the 336th EAC (Infra-1) meeting held on 08th - 09th August, 2023.

S.No.	Name	Designation	08th August, 2023	09th August, 2023
1.	Dr. Deepak Arun Apte	Chairman	Present	Present
2.	Shri S. Jeyakrishnan	Member	Present	Present
3.	Shri Manmohan Singh Negi	Member	Present	Present
4.	Shri Sham Wagh	Member	Present	Present
5.	Dr. Mukesh Khare	Member	Present	Present
6.	Dr. Ashok Kumar Pachauri	Member	Present	Present
7.	Dr. V. K Jain	Member	Present	Present
8.	Dr. Manoranjan Hota	Member	Present	Present
9.	Representative of CPCB	Member	Absent	Absent
10.	Representative of CGWA	Member	Absent	Absent
11.	Dr. M.V. Ramana Murthy	Member	Present	Present
12.	Dr. Nirmalendu Kumar	Member	Absent	Absent
13.	Dr. Niraj Sharma	Member	Present	Present
14.	Shri Amardeep Raju	Member Secretary	Present	Present

A Site visit report of EAC (Infra-1 & CRZ) Sub-committee, Ministry of Environment, Forest & Climate Change, New Delhi-India for a proposed project of "Rehabilitation and upgradation of Revas - Reddi Coastal Highway MSH-04 to Four / Two Lane with paved shoulder Package-I from JNPT - Revas bundar - Alibag – Murud - Shrivardhan to Bagmandla (Bankot) in Raigad District, Maharashtra by M/s Maharashtra State Road Development Corporation Limited". Proposal No. IA/MH/INFRA1/409766/2022 and File No. 10/1/2023-IA.III.

1.0 Background of the Proposal

The proposed project is Rehabilitation and upgradation of Revas - Reddi Coastal Highway MSH-04 to Four / Two Lane with paved shoulder Package-I from JNPT - Revas bundar - Alibag – Murud - Shrivardhan to Bagmandla (Bankot) in Raigad District, Maharashtra by M/s Maharashtra State Road Development Corporation Limited (MSRDC). The proposed project starts at Start point at Revas can be accessed through Revas Alibaug road (Start point- 18°48'51.39"N/ 72°56'35.50"E) and end point Bankot can be access through Bankot-Velas road (End point- 17°58'23.78"N / 73° 2'14.10"E). The total length of the project is 134.884 Km and the right of way (ROW) has been proposed about 30.00 m to 45.00 m for four lane & 24.00 m to 30.00 m for two lane stretches respectively. The carriageway configuration will be for 4-laning from Ch. km 8+884 to Ch. km 84+500 and 2-lane with paved shoulder from Ch. km 84+500 to Ch. km 143.768.

The above-mentioned proposal was earlier placed before the EAC during its 321st meeting of Expert Appraisal Committee (EAC) held on 28th February-1st March, 2023 and deferred the proposal for grant of Terms of Reference (ToR) for the want of following documents/information(s):

vii. Project alignment pass through Eco Sensitive Zone (ESZ) of Phansad WLS.
viii. The project road crosses three major rivers namely Kundalika, Rajapuri Creek and Savitri River and others minor/seasonal rivers.
ix. The proposed alignment has extremely sensitive ecological features of the region in terms of its wildlife and forests, CRZ areas.
x. The Committee also observed that the alignment seems to be crossing within the periphery of CRZ areas in number of places and passing through ESZ of Phansad WLS along with many densely populated areas in many places along the alignment
xi. Considering the sensitive nature of the alignment a sub-committee will make a site visit before considering the proposal further for ToR.
xii. Committee also desired to know the complete alignment and understand the issue comprehensively since expansion of existing road(s) in Ratnagiri and Sindhudurg dist in the state of Maharashtra will be influencing coastal plateaus with large number of endemic species as well as passing through very dense habitation areas.

2.0 Site Visit and Brief of Project

Accordingly, a site visit by the Sub-committee was conducted on 14th-16th June 2023 for the proposed project. M/s Maharashtra State Road Development Corporation Limited inter-alia presented a brief on the project to the sub-Committee as following.

i. Govt. of Maharashtra has entrusted the work of up gradation and improvement of Revas-Reddi Coastal Highway MSH-4 to Four lanes/Two lanes with rigid pavement on deposit contribution basis to M/s MSRDC vide GR dated 06.09.2021. The Infrastructure Committee of Government of Maharashtra in its meeting held on 25.08.2021 had given the approval to the project. M/s MSRDC had finalized the proposed alignment and Govt. of Maharashtra accorded approval to proposed alignment Vide GR dated 16.03.2022. The preparation of DPR for the construction of Road work is in process.

ii. The total length of the proposed road is 488.20 km; which is divided into 4(Four) Packages namely, Package-I, II, III and IV. The Package-I is having the length of 134.884Km, while the length of package-II III and IV is 115.553Km, 129.818Km and 106.829Km respectively. The Package-I and IV are covered under Category 'A' of EIA Notification 2006 due to applicability of General Conditions (GCs) and Package-II and III covered under Category 'B' of EIA Notification 2006 as these two Packages covers under the State Highways (SHs).

iii. The instant ToR proposal is for Package-I consists the length of 134.884 Km and Proposed Right of Way (RoW) is 30.00 m to 45.00 m for four lane & 24.00 m to 30.00 m for two lane stretches/alignment(s).

iv. The total stretch of the package-I is 134+884 km (approx.) starting from Revas and ends at Bankot and passing through the Raigad district of the State of Maharashtra. This stretch will also have 4-laning from Ch. km 8+884 to Ch. km 84+500 and 2-lane with paved shoulder from Ch. km 84+500 to Ch. km 143+768.

v. Approx. 3 iconic creek bridges, 2 major and 33 minor bridges have been proposed along with 482 culverts (41 RCC Box Culverts and 441 HP Culverts).

vi. The proposed project falls under Schedule 7(f), Highway, Category "A" of EIA Notification 2006 due to applicability of General Conditions (GCs), as the proposed road is passing through the Phansad Wildlife Sanctuary vide notification S.O. 1603(E) dated 17th May, 2017. Total estimated civil cost of the project is about Rs. 7,340.07 Crores.

vii. The proposed alignment about 1.652 km is passing through the Phansad Wildlife Sanctuary at 4 places viz. Ch. 53+430, Ch.53+930, Ch.63+515, and Ch.75+552.

viii. The proposed road/alignment (about 4031.00m is passing through CRZ-IA (Mangroves) area in package-I.

3.0 Observations and Recommendations of the Sub-Committee.

1) As stated above in the introduction, Committee took liberty to visit all remaining three Packages since Committee wish to fully understand environmental aspects. The alignment was split in to Packages of which Package I and IV falls under Schedule 7(f),

Highway, Category "A" of EIA Notification 2006 due to applicability of General Conditions requiring EC and CRZ Clearance, while Package II and III does not require EC but only CRZ Clearance.

2) During the site visit it was noted that there is no clarity on the exact alignment that is passing through CRZ 1A and 1B areas.
3) Number of sites visited by the Committee indicate large number of private areas including residential properties, farm houses and agriculture lands requiring high R & R and land acquisition
4) Several bridges need to be built which are passing through CRZ 1A areas which required to be built only on stilts. However, the clear picture of such areas, locations, chainage wise alignment, access to such alignment etc., are more or less missing from the details provided by the PP and Consultant(s).
5) While Package I is with variable RoW of 30-40m for 4 lane configurations having paved shoulder and median, while remaining packages (i.e. Package II,III and part of IV) are proposed with 30 m RoW and will be developed as two lane configuration with paved shoulder and without median.

   Committee could not understand the logic of 30m RoW for both four as well as two lane configurations. Also, the proposed RoW of 40 m in package I for 4 lane configurations with median and RoW of 30m for package II,III and IV appears to be very high considering that these are proposed as two-lane configuration without median.

6) Two specific locations (Agardnanda Bridge Near Dighi Port ch 85+200 to 90+530 and Chippi airport where the PP has already taken road improvement for two lane configurations without median within 18m RoW. The Committee wish to know and understand that if such an excellent road is already constructed within 18m RoW, why PP require double the size of RoW for same configuration elsewhere?
7) Large number of very old and large size ficus trees were noted all along the RoW of all four Packages. The Committee is of the opinion that these trees need to be geotagged and saved and accordingly require the change in alignment to avoid cutting these trees.
8) Committee is of the opinion that RoW of 15 m may be sufficient for Package II, III and IV considering it is the expansion of existing alignment with green field as by-passes to avoid densely populated areas. Even with 15 m RoW, there are several areas with habitation.

   In Package I & II there is presence of archaeological sites within proposed RoW. Thus, PP will need to revisit three packages such as II, III and IV with 15-18 m RoW and Package I with 20-25m RoW.

9) Committee also observed that all Packages, which are passing through CRZ 1A areas will only be on stilts and with min 6 -10 m height from highest flood line. Thus, PP need to revise configuration for all Packages as stated in Sr. no 8.
10) Detailed traffic studies need to done to justify the necessity of further widening.
11) Crossing the rivers with minimum number of pillars inside the river

12) Widening (Eccentric or Concentric) to avoid minimum loss of trees and forest cover without compromising IRC Guidelines
13) Road safety Audit of the proposed design shall be carried out.
14) Animal crossing areas to be identified in consultation with the State forest Department.
15) Detailed studies on the biodiversity of plateaus within 500 m on either side of the alignment to be undertaken

Annexure -A:

An EAC sub-committee of MoEF&CC, New Delhi members participated in the site visit of Rehabilitation and up gradation of Revas - Reddi Coastal Highway project, Maharashtra.

EAC Members	1	Dr. Deepak Apte, Chairman (EAC)
	2	Dr. Niraj Sharma, Member (EAC)
	3	Dr. Ramesh Anguluri, Representative of MoEF&CC
Project Proponent (MSRDC)	1	Shri. R. P. Nighot, CE
	2	Shri. Narendra Toke, CGM Env
	3	Shri. Aniruddha Borde, DE
	4	Shri. Chetan Vani, EE
EIA Consultants	1	Shri. Dyaneshwar Patil (Monarch, Package I and II)
	2	Shri. Timir Shah (Enviro Resources, Package I and II)
	3	Shri. Ravindra Joshi (SOWiL, Package III)
	4	Shri. Ashutosh Pingale (SKECL, Package III)
	5	Shri. Anup Kadam (STUP, Package IV)
	6	Shri. Vivek Kulkarni (BEIPL, Package IV)

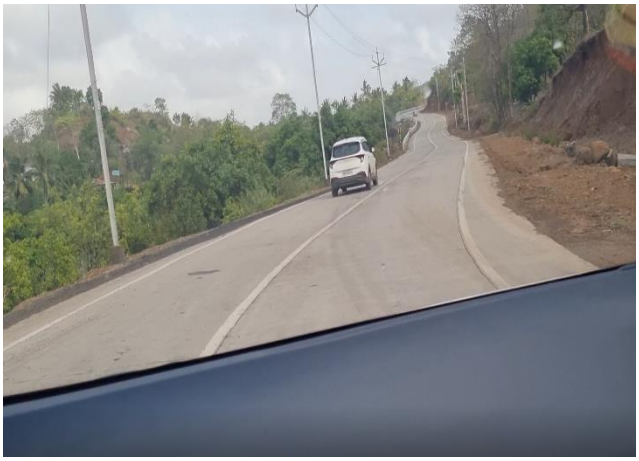
Annexure B: Project Map & Site Photographs

Expansion will require cutting of hillocks with increased risk of landslides

Proposed bridge locations requiring CRZ 1A areas

Areas near Kunkeswari temple require sealink or fresh alignment on landside

Several such residential areas fall within proposed 30mm RoW



Improved two lane road with 18 m RoW